

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4830

晚九廿月三年一十三緒光

WEDNESDAY, MAY 3, 1905.

三年禮

號三月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 20,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, LONDON.
NAGASAKI, NEW YORK.
LYONS, HONOLULU.
SAN FRANCISCO, SHANGHAI.
HOMBAI, NEWCHANG.
TIENTSIN, LIAOYANG.
PEKING, DALNY.
Kobe.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent

TAKEO TAKAMICHI,
Manager.

Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$8,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.
H. A. W. SLACK, Esq., Deputy Chairman.
E. GUERRE, Esq.
Hon. W. J. GRESSON, Esq.
A. Haupt, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND CO. LTD.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent per annum.
For 6 months, 3 1/2 per cent per annum.
For 12 months, 4 1/2 per cent per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 27th March, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Tientsin, Tsingtau.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [21]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept 1st Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Managers.

Hongkong, 28th March, 1905. [25]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$3,947,200
RESERVE FUND.....GOLD \$3,947,200

HEAD OFFICE:

NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 18th February, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL.....5,000,000

PAID-UP CAPITAL.....2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agencies:

CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENTSIN,
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
2 per annum Fixed Deposits for 3 months.

5 1/2 " " " 6 " "

5 1/2 " " " 12 " "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

RESERVE FUND.....£800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 1/2 per cent

" " " 6 " " 3 1/2 "

" " " 3 " " 2 1/2 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1905. [24]

ALL SUFFERERS FROM NERVOUSNESS AND GENERAL DEBILITY SHOULD TRY OUR NERVINE PILLS.

THEY stimulate and brace up the system and act also as a First-class Tonic.

IN BOTTLES.....\$1.50.

THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,

Hongkong.

Hongkong, 28th March, 1905. [43]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS. | TO SAIL ON | REMARKS. |
|--|--|----------------|----------------------------|
| SHANGHAI..... | MALTA..... R. A. Peters..... | About 5th May | Freight and Passage. |
| LONDON, &C..... | COROMANDEL..... G. M. Monford, R.N.A. | May 6th Noon | See Special Advertisement. |
| LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLUMBO, PORT SAID AND MARSEILLES..... | PERA..... A. L. Valentini..... | About 10th May | Freight only. |
| YOKOHAMA VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)..... | PALERMO..... E. G. Andrews..... | About 13th May | Freight only. |

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 1st May, 1905. [2]

Intimations.

LANE, CRAWFORD & CO.

PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR:—

BRINSMEAD, STEINWAY, BROADWOOD, COLLARD & COLLARD, CHALLEN, DORNER, &C.

ALL Instruments imported by us are SPECIALLY SELECTED and made for this climate—the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism is made from the best materials only.

We have the longest experience in the Piano Trade of any dealers in the East, and are satisfied that Pianos made at home are infinitely superior to any constructed by makers in the East.

TUNING and REPAIRING attended to by experienced European Assistants.
LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April, 10th, 1905. [34]

POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.



FOR STOMACH troubles and all diseases arising from excess of URIC ACID such as Rheumatism and Rheumatic Gout consumers are benefited by drinking the water, it being a perfect alkaline corrective. It mixes well with Wines and Spirits without in any way destroying the flavour.

Sole Agents for Hongkong:—

CALDBECK, MACGREGOR & CO.,
15, Queen's Road.

Hongkong, 28th April, 1905. [17]

E. C. WILKS & Co.,

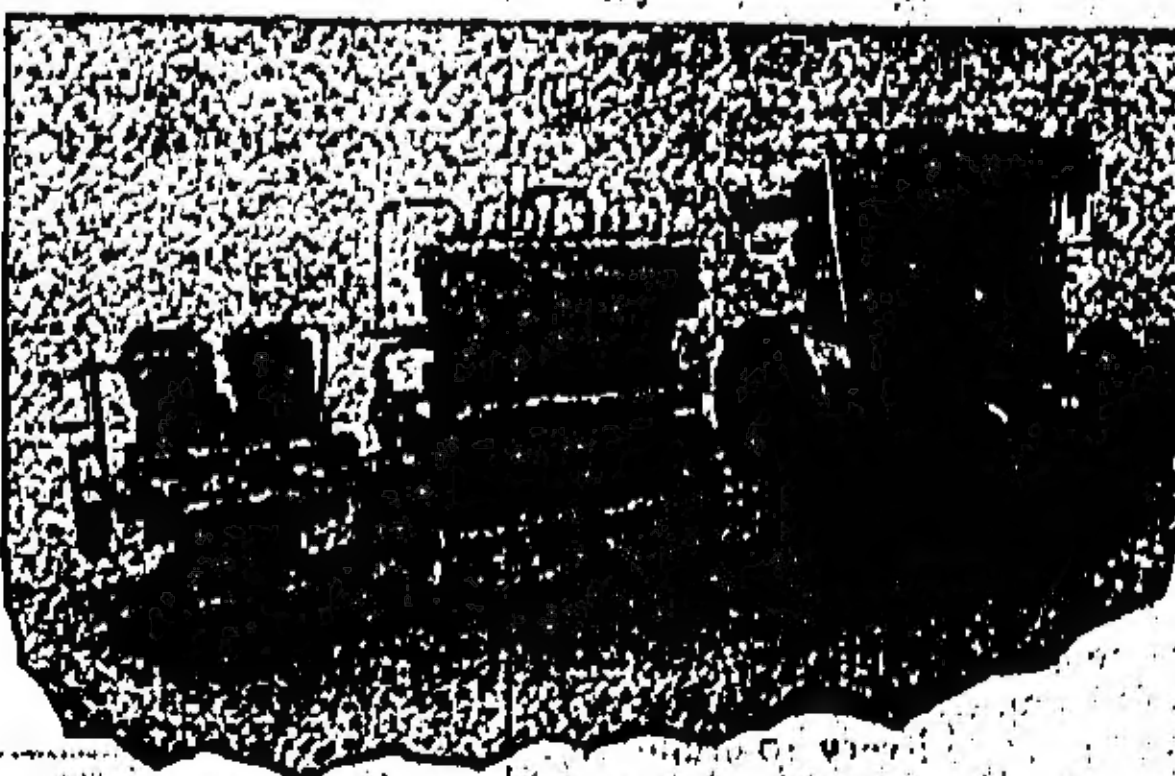
CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness. Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 338.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [20]

Intimations.

All over the world

the wonderful stimulating and sustaining properties of Bovril are known and valued. Some of the greatest scientists of the age have publicly recommended the use of Bovril. In Great Britain alone Bovril is regularly used in over 1,100 Hospitals and similar institutions. Bovril is without a peer.



YEBISU BEER.

Per Case of 8 Dozen Pints - - - - \$15.50.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1.

White Label \$24.00 " " 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [39]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

ACHEE & Co.,

祥利廣

ESTABLISHED 1859.

FURNITURE

COMPLETE STOCK OF

HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256.

Hongkong, 30th March, 1905. [41]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [26]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

Wm. FARMER, Proprietor.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuohinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujiyama, Hokoku, Hondo, Ichimura, Kanada, Maeda, Mannoura, Onoda, Otsuji, Sasahara, Teikoku, Yashimoto, Yoshio, Yumoto, and other Coals.

S. MINAMI, Manager, Hongkong.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " R. D. Thomas.
 "FATSHAN," 2,260 " " " W. A. Valentine.
 "HANKOW," 3,073 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " J. J. Lossin.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.
 Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 1,110 tons, Captain T. Hamlin.
 This steamer leaves Canton for Hongkong every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
 "NANNING," 569 " " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shihing, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak-Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

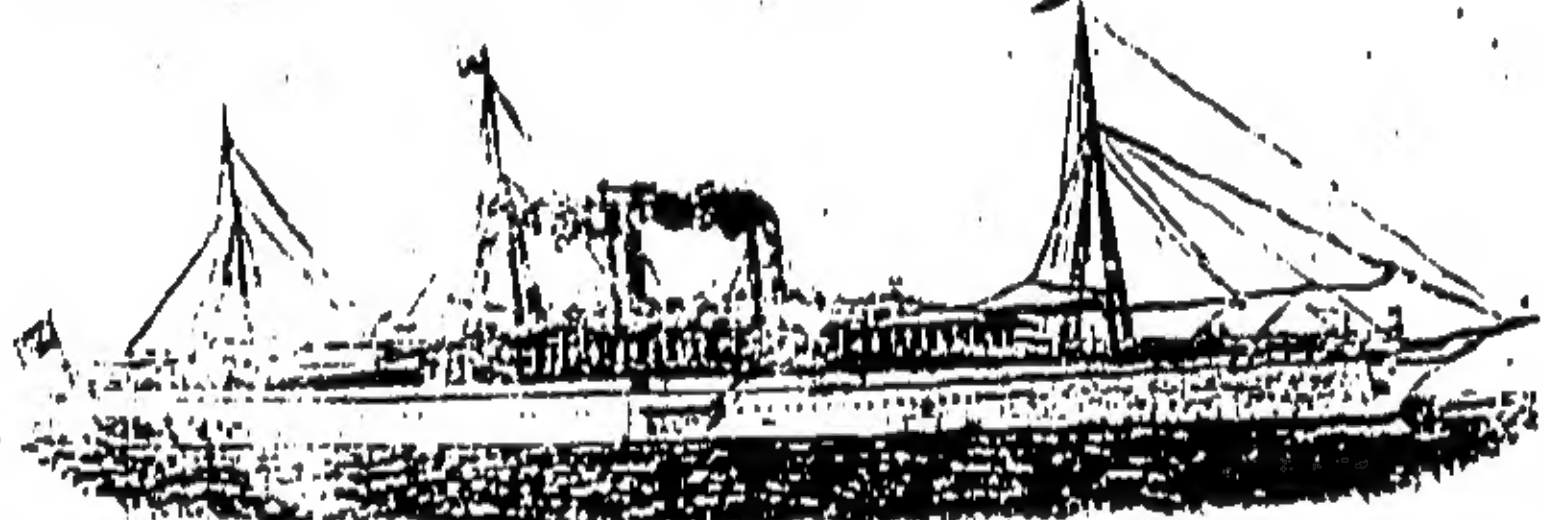
HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Brauch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
 FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$35.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Biss. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kongmoon, Single \$6.00.
 Hongkong to Kumchuk, Single \$7.00.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 26th April, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C. SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.)
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF JAPAN," 6,000 Tons, WEDNESDAY, 10th May.
 "ATHENIAN," 2,440 " " " WEDNESDAY, 24th May.
 "EMPERESS OF CHINA," 6,000 " " " WEDNESDAY, 31st May.
 "EMPERESS OF INDIA," 6,000 " " " WEDNESDAY, 1st June.
 "TARTAR," 4,425 " " " WEDNESDAY, 15th July.
 Hongkong to London, 1st Class, via St. Lawrence 260. Via New York 262.
 Hongkong to London, Intermediate 225.
 Steamers, and 1st Class Rail " " " 140. " " 142.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand-Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 9, Pedder's Street.
 Hongkong, 26th April, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. | Freight and Passengers. |
|-----------------|--|----------------|-------------------------|
| SLAVONIA | HAVRE AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO.) | 5th May. | Freight and Passengers. |
| SEGROVIA | HAVRE, BREMEN AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO.) | 10th May. | Freight. |
| SENEGAMBIA | HAVRE AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO.) | 30th May. | Freight. |
| C. FERD. LAEISZ | HAVRE AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO.) | 13th June. | Freight. |
| BRISGAVIA | HAVRE AND HAMBURG. (Calling at SPOR, PENANG & COLOMBO.) | 27th June. | Freight. |
| NUBIA | NEW YORK VIA SUEZ. Habel with liberty to call at the Malabar coast. | 25th May. | Freight. |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 3rd May, 1905.

D. NOMA, TATTOOER.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMANMAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEL, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

| STEAMERS. | SAILING DATES. |
|-----------------------|----------------------------|
| PREUSSEN | WEDNESDAY, 10th May. |
| ROON | WEDNESDAY, 24th May. |
| BAYERN | WEDNESDAY, 7th June. |
| ZIETEN | WEDNESDAY, 21st June. |
| DARMSTADT | WEDNESDAY, 5th July. |
| SACHSEN | WEDNESDAY, 19th July. |
| SCHARNHORST | WEDNESDAY, 2nd August. |
| PRINZ HEINRICH | WEDNESDAY, 16th August. |
| PRINZ BITEL FRIEDRICH | WEDNESDAY, 30th August. |
| PREUSSEN | WEDNESDAY, 13th September. |
| ROON | WEDNESDAY, 27th September. |
| BAYERN | WEDNESDAY, 11th October. |
| GNEISENAU | WEDNESDAY, 25th October. |
| PRINZESS ALICE | WEDNESDAY, 8th November. |
| SACHSEN | WEDNESDAY, 22nd November. |
| PRINZ REGENT LUITPOLD | WEDNESDAY, 6th December. |
| PRINZ HEINRICH | WEDNESDAY, 20th December. |

ON WEDNESDAY, the 10th day of May, 1905, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain R. Dahl, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 8th May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th May, and Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).

| STEAMERS. | TONS. | SAILING DATES. |
|-----------------|-------|---------------------|
| PRINZ SIGISMUND | 3,302 | TUESDAY, 30th May. |
| WILHELM | 4,761 | TUESDAY, 27th June. |
| PRINZ WALDEMAR | 3,227 | TUESDAY, 25th July. |

ON TUESDAY, the 30th May, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR
Kobe & YOKOHAMA PRINZ SIGISMUND TUESDAY, 9th May.
 SHANGHAI, NAGASAKI, KOBE, YOKOHAMA WEDNESDAY, 10th May.
 Kobe & YOKOHAMA ZIETEN WEDNESDAY, 24th May.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA WEDNESDAY, 24th May.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 3rd May, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

| Steamer. | From | Expected on or about | Will leave for | On or about |
|-----------|------------|----------------------|--------------------|-----------------|
| TJIPANAS | JAVA PORTS | First half June | JAPAN VIA SHANGHAI | First half June |
| TJILATJAP | JAPAN | Second half May | JAVA PORTS | Second half May |
| TJIMAH | JAPAN | First half June | JAVA PORTS | First half June |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon-Passengers, and will take Cargo to all Netherlands-India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 ALEXANDRA BUILDINGS, 3rd Floor.
 Hongkong, 1st May, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

| WEEK-DAYS. | |
|--|--|
| 7.00 a.m. to 7.30 a.m. ... Every 30 minutes. | 7.30 a.m. to 8.00 a.m. ... Every 10 minutes. |
| 8.00 a.m. to 8.30 a.m. ... Every 15 minutes. | 8.30 a.m. to 9.00 a.m. ... Every 10 minutes. |
| 9.00 a.m. to 9.30 a.m. ... Every 15 minutes. | 9.30 a.m. to 10.00 a.m. ... Every 10 minutes. |
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Intimation.

WM. POWELL,
LIMITED.

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road,
(OPPOSITE THE CLOCK TOWER.)

NEW
SPRING
GOODS.

FINEST
QUALITY
COLOURED
ZEPHYR
SHIRTS.

SILK
AND
CASHMERE
SHIRTS.

CELLULAR
SHIRTS.

THIN
UNDERWEAR
AND
HALF-HOSE.

LIGHT
NECKWEAR

PITH
AND
CORK
HELMETS.

LIGHT-WEIGHT
BUCKSKIN
BOOTS.

&c., &c., &c.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 27th April, 1905.

Auction.

PUBLIC AUCTION:
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 6th May, 1905, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
A LARGE ASSORTMENT OF
CHINESE CURIOS,
Comprising—
PEKIN CLOISONNE VASES and WALL
PLATES, BRONZE and BRASS VASES and
INCENSE BURNERS, SILK-EMBROID-
ERED TEMPLE and PALACE HANGINGS,
SANG-DE-BŒUF VASES, SNUFF BOT-
TLES, BLACKWOOD SCREENS, &c., &c.
Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th April, 1905. [515]

Intimations.

THE GREEN ISLAND CEMENT
COMPANY, LIMITED.

FINAL NOTICE.

ALL SHAREHOLDERS who were entitled to a proportion of the NEW ISSUE and who have not applied for such must apply immediately.

Interest will be charged at the rate of Twelve per cent. per annum on \$10, the amount payable in respect of each share from the 31st day of March, 1905.

No Application will be received after the 31st day of May next.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 26th April, 1905. [514]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE (NIGHT FIRING) will be carried out on THURSDAY, the 4th May, at Pak-sha-wan towards entrance to Junk Bay, at ranges of 600 to 4,000 yards, commencing at 7 P.M., and finishing at 8 P.M., if the range is clear.

If the weather is unfavourable on the above date, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

L. BARNES-LAWRENCE, Capt. R.N.,
Harbour Master, &c.

Harbour Department,
Hongkong, 28th April, 1905. [518]

CAFE WEISMANN.

THE Public are invited to pay a visit to our new
TIFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN PASS BEER ON
DRAUGHT.

Entrance—
No. 1A, WYNDHAM STREET.

Hongkong, 22nd April, 1905. [516]

THE HONGKONG

STUDIO

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS and ENLA-
GING and COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 18th September, 1904. [519]

MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

[S now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS and VIEWS
a speciality.

Hongkong, 22nd September, 1904. [516]

A WONDERFUL DISCOVERY.

This is a discovery of research and experiment, when
allature, to speak, is a discovery of science has
indeed made great strides during the past century,
and among the by no means least important
discoveries in medicine comes that of Therapion,
a preparation of which will be found in another
column. This preparation is unquestionably one
of the most genuine and reliable Patent Medicines
ever introduced, and has been used, been used
in the Continental Hospitals by Ricord, Rostan,
Robert, Volpeau, and others, the well-known
Chinese, and indeed by all those who are
regarded as authorities in such matters, including
the celebrated Kalmus, and those by whom it
was some time since uniformly adopted, and that
it is worthy the attention of those who require such
a remedy we think there is no doubt. From the
time of Aristotle downwards, a special agent in the
removal of these diseases has been the blood phlo-
nether's stone, but the object of search of some
honourable minds and far beyond the mere
pursuit of such a remedy has been discovered—
the discovery of a remedy so potent as to remove
the entire system of the continued use in the
one case, and in the other to effectually speedily
and safely to expel from the system without the
aid of even the knowledge of a second party, the
poison of blood or of the blood itself, which in
proven forms as to leave no trace behind,
such is the New French Remedy Therapion, which
may actually rank with, if not take precedence
of many of the discoveries of our day, about which
so little attention has been paid, and which has
indeed appeared to prove that it is destined to cast
into oblivion all those questionable remedies that
have been created for the relief of medical men.
Therapion may be obtained in France and in
the provinces, and of the principal Chemists
and Merchants throughout the Colony, India,
China, Japan, &c., and in the principal districts
of Central Africa, the Fiji Islands, St.
Helena, &c.—Diamond Fields, &c.

Sold by **A. S. WATSON & Co., Ltd.,**
Hongkong, China and Manila.

Hongkong, 27th April, 1905. [517]

SHANGHAI SPRING MEETING.

FIRST DAY.

The Shanghai Spring Meeting commenced yesterday, and the following results, kindly supplied to us by the Hongkong Jockey Club, have been received—

THE SUBSCRIPTION GRIFFIN PLATE.—Three quarters of a mile. Value, Tls. 200. Second pony, Tls. 50. Third pony, Tls. 25. For subscription griffins of this meeting. Weight for inches as per scale.

Mr. Bruce Robertson's Tiana... (Mr. Burkill) 1
Mr. Two-vee's May Duke... (Mr. Cumming) 2
Mr. Jollibeen's Dobequick... (Mr. Watts) 3

THE CRITERION STAKES.—One mile. Value, Tls. 400. Second pony, Tls. 100. If five or more starters, third pony, Tls. 50. For China ponies. Weight for inches as per scale.

Mr. Bruce Robertson's Gaddy (Mr. Burkill) 1
Mr. John Peel's Ard Patrick... (Mr. Moreing) 2
Mr. G. H. Potts's Heather King... (Mr. Cumming) 3

THE GRIFFIN'S PLATE.—Three quarters of a mile. Value, Tls. 400. Second pony, Tls. 100. Third pony, Tls. 50. For China ponies that have never run at any meeting. Weight for inches as per scale.

Mr. Quebec's Celtic... (Mr. Fearon) 1
Mr. Charles's Aethelred... (Mr. Burkill) 2
Mr. Dargor's White Blaze... (Mr. Crighton) 3

THE CATHAY CUP.—One mile and a half. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches as per scale. Griffins at date of entry allowed 7 lbs. Messrs. Toog and Barley's Zambesi... (Mr. Willeumier) 1

Messrs. Common and Robson's Friendship (Mr. Burkill) 2
Mr. G. H. Potts's Highland King... (Mr. Cumming) 3

THE JOCKEY CUP.—Once round. Value, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies that have never won a race. Weight for inches as per scale. Subscription griffins of this meeting allowed 5 lbs. To be ridden by jockeys who have never had more than two winning mounts at Shanghai, Hongkong or Tientsin. Jockeys, non-winners, allowed 5 lbs.; winners of one race, weight for inches as per scale; winners of two races, 7 lbs. extra.

Mr. H. Morris's Redberry... (Owner) 1
Messrs. Toog and Speele's Maas... (Mr. Hooper) 2
Mr. Raiton's The Snipe... (Owner) 3

HART LEGACY CUP.—Presented by the late Mr. James Hart, value, Tls. 100 with Tls. 150 added; second pony, Tls. 50; if five or more starters, third pony, Tls. 25; for China ponies. Half a mile.

Mr. Two-vee's Hokoku... (Mr. Cumming) 1
The Ring's Lancer... (Mr. Meyerink) 2
Mr. Ellis Kadoorie's Somali (Mr. Crighton) 3

SHANGHAI GOLD CHALLENGE CUP.—Presented by value, 500 guineas; for China ponies, being bona fide griffins at date of entry; to be won twice in all by ponies the bona fide property of the same owner or owners; entrance, Tls. 10. First pony to receive Tls. 300; second pony, Tls. 100; and third pony, Tls. 50, until the cup is finally won, when the second pony will receive 75 per cent and the third pony 5 per cent of the entrance fees. One mile and a quarter.

Mr. Oswald's Arditi... (Mr. Burkill) 1
Mr. H. Morris's Cross-in-hand (Mr. Campbell) 2
Mr. Quebec's Cedric... (Mr. Fearon) 3

KIANGU CUP.—Value, Tls. 250; second pony Tls. 50; if five or more starters, third pony, Tls. 25; for China ponies; Jockeys that have never won an official race allowed 5 lbs. One mile and three-quarters.

Mr. Oswald's Blair Athol... (Mr. Cumming) 1
Mr. Wingard's Algerine... (Mr. Marling) 2
Mr. Nephew's Minheimer... (Mr. Hayes) 3

CHIRLI CUP.—Value, Tls. 200; Second pony, Tls. 50; Third pony Tls. 25; for subscription griffins of this meeting; winners of the Subscription Griffin Plate, 10 lbs. extra. One mile.

Messrs. Richmond and Oswald's Caliban... (Mr. Campbell) 1
Messrs. Ellis Kadoorie's Desert Chief... (Mr. Vida) 2
Mr. H. Morris's Cinnamon... (Mr. Fearon) 3

GRAND STAND STAKES.—Value, Tls. 250; Second pony, Tls. 50; if five or more starters. Third pony, Tls. 25; for China ponies, being bona fide griffins at date of entry, which have been purchased at an auction of unfitted griffins by a member of the Shanghai Race Club after the 1st of February, 1905; winners of any race, 7 lbs. extra; Jockeys who have never won an official race allowed 5 lbs. One mile.

Mr. Dargor's Burma... (Mr. Crighton) 1
Mr. Carl's Usadilla... (Mr. Vida) 2
Mr. Elm's Glen Ross... (Mr. Burkill) 3

THREE TIMES DEAD.
It is commonly supposed that man can die only once, but an old Russian peasant, named Samsonoff, who expired recently in the village of Lousschka, at the age of 95, held a different opinion, boasting that he had been twice dead and had come back to life again. His first demise, states the Daily Chronicle, took place during the siege of Sebastopol, when he was 45. He was struck by a fragment of shell, picked up for dead, and thrown on a heap of corpses awaiting burial. After three days he regained his senses, managed to free himself from the bodies which had meantime accumulated on top of him, crawled to the hospital and was ultimately cured. In 1879, having reached the allotted span, he died once more, this time suddenly in his bed. Arrangements were made for the funeral, but four days after his decease he sat up in bed and clamoured for a pipe. His death certificates were proudly treasured, and served to convince him that he had actually expired on two occasions. He fell into a rage at the least suggestion of a trance or lethargy. When informed that he was about to die for the third time, he received the news with unconcern, hoping, in spite of his great age, to revive once more. This hope, however, was blasted although every possible test was applied before burial.

Intimations.

WANTED.

FOR a GERMAN GENTLEMAN in English Family Board and Residence. Apply to—
"A. S."
C/o Hongkong Telegraph.
Hongkong, 29th April, 1905. [522]

BELL'S ASBESTOS EASTERN AGENCY,
LIMITED.

A BRANCH REGISTER OF MEMBERS of this Company on the EASTERN REGISTER has this day been established under the Companies (Colonial Registers) Act 1885 and will be kept at the Office of the Undersigned who are duly authorised to exercise all the powers of the Directors of the Company in relation to transfer of Shares entered in such branch register.

Dated this First day of May, 1905.
BRADLEY & Co.

EMPLOYE de commerce, âgé de 29 ans, de nationalité Suisse, ayant déjà occupé d'importantes fonctions dans des maisons, connaissant à fond de comptabilité en partie double, parlant couramment le Français, l'Allemand, le Hollandais, l'Italien et l'Anglais, désirerait une situation dans l'une des villes de la côte de Chine.
Très bonnes références—Appointements: de 6,000 dollars par an. Ecrire aux initiales L. V. au Journal "l'Opinion" de Saigon.
Saigon, le 2 Mars, 1905. [512]

THE WISE MAN
BUYS A "SINGER"; ITS TRUE ECONOMY.

3 YEARS' GUARANTEE.
FREE INSTRUCTION.
EASY PAYMENTS.
It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.
Hongkong, 25th March, 1905. [518]

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE

No. 45, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnishes the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 6th December, 1904. [516]

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 339.
Hongkong, 1st October, 1904. [517]

THE REAL THING AT LAST.

FUSSELL'S PURE RICH THICK CREAM which, by the bye, is always known by the "GOLDEN BUTTERFLY" on the tin, keeps excellently anywhere and everywhere. When opened, it is as fresh and sweet as though it had just been skimmed from the freshest dairy milk.

Nothing but praise has been received from those who have had it.

NO PRESERVATIVE OF ANY KIND IS USED.

THIS IS ABSOLUTELY GUARANTEED.

Fuller particulars, prices, booklets and samples on application.

SOLE AGENT:—

H. RUTTONJEE,

5, D'AGUIAR STREET, Hongkong.

37, Elgin Road, Kowloon.

Hongkong, 19th April, 1905. [518]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, and is the Continental Hospital by Ricord, Rostan, Robert, Volpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a powerful, efficient, and safe remedy, removing all diseases from the system, and is especially adapted for the treatment of all chronic diseases, such as rheumatism, gout, sciatica, and all diseases for which there is no other remedy. It is a powerful purgative, and is especially adapted for the treatment of all chronic diseases, such as rheumatism, gout, sciatica, and all diseases for which there is no other remedy.

THERAPION No. 2 is a powerful, efficient, and safe remedy, removing all diseases from the system, and is especially adapted for the treatment of all chronic diseases, such as rheumatism, gout, sciatica, and all diseases for which there is no other remedy. It is a powerful purgative, and is especially adapted for the treatment of all chronic diseases, such as rheumatism, gout, sciatica, and all diseases for which there is no other remedy.

THERAPION No. 3 is a powerful, efficient, and safe remedy, removing all diseases from the system, and is especially adapted for the treatment of all chronic diseases, such as rheumatism, gout, sciatica, and all diseases for which there is no other remedy. It is a powerful purgative, and is especially adapted for the treatment of all chronic diseases, such as rheumatism, gout, sciatica, and all diseases for which there is no other remedy.

THERAPION is sold by the principal Chemists and Merchants throughout the Colony, India, China, Japan, &c., and in the principal districts of Central Africa, the Fiji Islands, St. Helena, &c.—Diamond Fields, &c.

Sold by **A. S. WATSON & Co., Limited,**
Hongkong, China and Manila. [517]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

The leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East

generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally

suitable, except for subscribers in Europe or

America.

A special feature is made of full and accur-

ate reports of local occurrences, and of mat-

ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best

medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wider circulation than any journal in the Far

East.

Special attention given to effectively display-

ing advertisements.

The type used as a standard for setting

advertisements is similar to this, unless we are

instructed to display the advertisement, when

any effective style of type will be adopted.

This standard runs exactly eight lines to the

inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

at each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European

supervision, well turned out, free from errors,

and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on

application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LTD.

1, Ice-House Road

Hongkong.

Intimations.

CUSTOMS NOTIFICATION.

THE "PROVISIONAL REGULATIONS OF TRADE ON THE WEST RIVER, 1897," will be rescinded and Revised Regulations, approved by the Consular Body at Canton, and by the Inspector General of Customs, will come into effect on the 1st May, 1905.

Copies of the Revised Regulations may be obtained, at the Custom Houses at Canton, Lappa, and West River Ports, or from Messrs. Kelly & Walsh, Hongkong.

Under the Revised Regulations Vessels entering the West River via Wangmoon may, after complying

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY

OF

GREAT AGE

MATURE,

MELLOW

AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises).

WHITE WINES.

per case

quarts.

| | |
|--------------------------|-------|
| Graves | 9.00 |
| Graves Superior | 11.00 |
| Sauternes | 9.00 |
| Sauternes Superior | 11.00 |
| Chateau La Tour de l'ile | 18.00 |
| Chablis | 18.00 |
| Meursault | 25.00 |
| Montrachet | 32.50 |

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 20th December, 1904.

BIRTHS.

At Mount Zion Cottage, Singapore, on Easter Monday, the wife of CHARLES A. PATON, of a son.

On the 24th April, at Singapore, the wife of J. M. DARKE, Superintendent Engineer, Norddeutscher Lloyd, of a son.

MARRIAGES.

On 19th April, at St. Andrew's Cathedral, Singapore, THOMAS HENDERSON, son of Thomas H. Adam, Dirkenhead, to HELEN F. M. DARKE, daughter of F. M. Darke, Singapore.

On 19th April, at St. Andrew's Cathedral, Singapore, FREDERICK HENRY, eldest son of F. M. Darke, Singapore, to EVELYN, eldest daughter of Charles J. Fleming, of Dundee.

On the 24th April, at Singapore, CAROLINE AMELIA, eldest daughter of Mr. John Van Cuylenburg, P. W. D., Singapore, to V. ERNEST REYNOLD KEUN, Assistant Surgeon, Selangor, F. M. S.

DEATHS.

At Singapore, on the 25th March, EURLY, wife of the late Patrick Junquim, aged 77 years, 1 month and 23 days.

On the 27th of April, 1905, at Woodville Ranch, Strathcona, Canada, JOHN B. CAMERON, of Grantown, Scotland.

On the 28th of April, 1905, at No. 9, Markham Road, Shanghai, HILDA VALERIE, beloved infant child of T. A. and Hilda J. A. Standing, aged two months.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 3, 1905.

THE NEW SAILORS' INSTITUTE.

The formal opening of a new Institute for sailors is an event of considerable importance to the people of Hongkong, for it shows that this class of men are by no means forgotten. It was only a short time ago that a fund for unemployed seamen was opened by the Rev. J. H. France, who may be truly termed the sailors' friend in Hongkong, and a considerable sum of money was collected. Whether it sufficed for the needs of those qualified to apply for help is another question, but at any rate in a time of special stress, when the number of unemployed seamen in Hongkong was unusually large, it helped to tide them over the so-called festive season and start the New Year with renewed hopes of success. The New Sailors' Institute, situated on the Praya East, has been opened to meet a want felt by most seamen—the need of having a common rendezvous, where they may indulge in innocent pleasures without fearing that they are intruding. As present the ordinary seaman has practically nowhere to go, unless he visits the haunts and dives of the city where innocence is a shorn virtue and pleasure a mockery. It is true that he may go to the Soldiers' and Sailors' Institute, but after all he is only admitted there on sufferance; he has no claim to the hospitality of that Institute; he is ranked as a civilian and must endure that position as best he can. At the new Institute, however, judging from the remarks of the speakers at the opening ceremony yesterday, he is to be regarded as a man and a brother, with all the faults and failings of humanity, and not as a bundle of all the virtues or a frame mainly useful for experimental purposes. But the Navy is also to be looked after at the New Institute. It seems that when Jack is granted "general leave" he prefers to stay ashore, and the difficulty arises that there is not nearly sufficient sleeping accommodation for him. Naturally, if he cannot get that accommodation with his shipmates, he wanders off to disreputable and unsavoury places, because only there can he find that room which he requires. The result is very demoralising. If the new Institute installs some 50 or 60 new beds that should to a great extent meet the difficulty, but even then it is doubtful whether that will be enough when the Fleet is in port and the crews are on "general leave." It is curious that in a great naval and shipping centre like Hongkong there should be this lack of accommodation for sailors; it seems to show that there is a want of enterprise on the part of somebody. There can be no doubt, we think, that the Soldiers' and Sailors' Institute pays; the new Institute should certainly pay; all the cantenies, dry and wet, are in a flourishing condition, yet Jack is unable to get a place where to lay his head; unless he is in at the head of the applicants. Whether this state of things is likely to be remedied in the future remains to be seen, but the Rev. Mr. France, and those associated with him, are to be congratulated on their efforts to benefit and reclaim the sailors who visit the port, and to provide them with the means of innocent recreation.

LOCAL AND GENERAL.

* * * The results of the Shanghai races are given on the third page and items on germs, diseases and medicines will be found on page 6.

THE gun practice (night firing) mentioned in our columns the other day will commence at 7.30 p.m. instead of 7 p.m. as previously notified.

A DEFENDANT with an impossible name, was placed before Mr. G. N. Orme at the Magistracy this morning, charged with disorderly behaviour. When asked what he had to say, he stated that he was "filled, full up," with the spirit of war, and wanted to be sent anywhere where he could get a chance of fighting the "Russians." He appeared to be half-witted, and was remanded to the prison hospital for medical treatment.

THE case of the pilot who was summoned for causing damage to the s.s. *Stavonia* by alleged negligent navigation, when taking her alongside the wharf, was adjourned till to-morrow morning.

A COOLIE thought to become a "landed proprietor," without cost to himself, went to Mr. A. H. Rennie's ranch and started to dig square-foot chunks of turf therefrom and pile them up for removal. The result was that Mr. Hazeland this morning sentenced him to two months' hard labour.

MR. A. Krebs, Superintendent of the Norddeutscher Lloyd S. N. Co., and Mr. T. Robertson, Superintendent of the Star Ferry Co., each prosecuted two coolies before Mr. F. A. Hazeland at the Magistracy this morning, for being in their servants' quarters yesterday, without permission. The coolies were each fined \$15.

THE Yangtze Insurance Association have purchased the ground with building in which they have their offices at Shanghai, for \$120,000. This is part of a cadastral lot No. 24, B.C. registration 2, which measures altogether over ten acres. The area of the ground and is roughly nine fun, and as the building is a valuable one the price cannot be considered high. Messrs. David Sassoon and Co. were the sellers.—N. C. D. News.

DETECTIVE Inspector Watt yesterday raided No. 16 Second street, where it was suspected a gambling den was being run. He found a game of *fanton* in full swing and arrested sixteen Chinese. There were cooks, house-boys, chairmen and ricksha coolies in the crowd and they were all gathered in, and this morning had to face Mr. F. A. Hazeland when the leaders of the game were fined \$50 each and the fourteen \$1 each.

IN the very early hours of this morning a gang of Chinese coolies, numbering between 50 and 60, of all sorts and conditions, assembled outside No. 7 Police Station, and started to have a "paw-wow," all speaking at once at the top of their voices. Inspector Collett sent a constable to warn them to disperse and not disturb the peace and quiet of the neighbourhood. But the men were contumacious, and as they did not consider their "chinwagging" had lasted long enough, burst into louder shouts than ever. Then business began, and Inspector Collett, summoning his henchmen, charged the mob, and succeeded in capturing three of the miscreants and landing them in the lock-up. This morning they were placed before Mr. Hazeland who fined them \$15 each.

A CORRESPONDENT craves a small space in our columns to expose an act of "gross impudence" on the part of the conductor of a low-level tramway car, in the hope that the man's superiors will deal with him adequately. He explains that last evening he was going along the Praya, in a ricksha, and as the car passed the conductor jumped off, and stopped the ricksha long enough to soundly slap the coolie's face on both sides, and then jumped back on the car, which went off at full speed. The correspondent protested to the man for his "impudent insolence," but was answered with some insulting gestures. He pointed out that the ricksha was not obstructing the car, and that the exposure will have beneficial results.—In this connection we feel sure that had the correspondent written direct to the principal of the Tramways Co. prompt and satisfactory action would have been taken if the complaint was proved to have been well founded.

SHIPPING TEISAM.

The I.C. S. *Eldorado* left Shanghai for Tongchow, to stand by the I.C. S. *Lumwa*.

The British s.s. *Dulwich* (2,111 tons) has been chartered by Mr. K. Yamashita of Yokohama.

The steamer *Quarti*, which was chartered by the Nippon Yusen Kaisha a few days ago, has now been placed in the Newchwang service.

The s.s. *Lothian*, which arrived to-day from Cheloo and Chinwantao, has on board 2,063 coolies in transit to South Africa. There were three deaths among the coolies on the voyage. The *Lothian*, after taking in the cargo waiting for her here, will proceed to Durban via Singapore.

A collision occurred between the Japanese steamers *Wakamatsu-maru* and *Hakushin-maru* in the Shimomatsuki Strait, at 6.30 a.m. on the 18th ult. The vessels were both damaged but were able to keep afloat. They are now undergoing temporary repairs at Moji, and will on completion of same proceed to Kobi, to be docked there.

EXTRADITION.

Before Mr. Hazeland at the Magistracy the extradition of Wong Ka Tsung was applied for by Mr. H. E. Pollock, K.C., instructed by Mr. R. D. Harding, on behalf of the Chinese Government, the accused being wanted in China as one implicated in an armed robbery in Hokkai village, near Canton, in August last.—Mr. N. Ferrer, instructed by Mr. Otto Kong Sing, appeared for the defendant.—A difficulty arose on account of the non-service of certain subpoenas upon those who were considered important witnesses, and after Mr. Ferrer addressed the Court at great length, pointing out the very suspicious fact that the Chinese Government had offered a reward of \$500 for the apprehension of the accused, which was quite disproportionate to the crime he was alleged to have committed. He asked His Worship to consider that the proof of guilt had not been adduced, and therefore the man ought not to be allowed to be handed over to the Chinese authorities. The case was continuing when our report closed.

THE BALTIC FLEET.

ACTIVITY AT SAIGON.

INTERESTING DETAILS.

The most important item of news received to-day in connection with the movements of the Baltic Fleet was that related to a *Telegraph* representative this morning by Capt. Seddon whose steamer, the *Woodford*, had just come in from Saigon, where intense activity seems to prevail. He passed down the Saigon river on Friday and when between two to three miles from the town witnessed the coaling and provisioning of ships. In Saigon he learned that 70,000 tons of coal were stacked beneath temporary sheds not far distant, and on the voyage down he noticed this piled on the river bank and observed that coolies were busily engaged loading the coal into lighters which piled in scores between the bank and a Russian Volunteer transport—No. 47—lying in the stream. He ascertained that this ship, whose name he could not make out, was capable of taking aboard close upon 8,000 tons. Astern of this fine vessel was another ship with the wireless telegraph apparatus fitted to her mainmast, while close in to the opposite bank were two steamers—one the *William Stokes*, of Newcastle, and the other a Russian—apparently awaiting orders. Not far distant lay a German steamer deeply laden with provisions, and he remarked that she had been keeping her Blue Peter flying for two days, as though she was on the eve of departing. On coming further down the river Capt. Seddon saw a wireless telegraph station erected ashore, but thought it must have been a Government signalling station, and nothing whatever to do with the presence of the transports of the proximity of the fleet. At the mouth of the river off Cape St. James, the *Woodford* passed eleven large German transports together with the *Westminster Bridge*, which was recently in Hongkong, and which Capt. Seddon learned in Saigon had been sold to a German firm. In conversation with the German skipper in that town the master of the *Woodford* learned that the captain was awaiting orders to proceed to sea, and also that he would probably sail to the south of the Macclesfield Shoal. In consequence of the report that a Japanese steamer had been captured Capt. Seddon deemed it prudent to steer in a northerly direction en route for Hongkong, and so on Saturday passed Kamrahn Bay and Honkoko Bay. He saw nothing of the Baltic Fleet at either of those places, but this may be accounted for by the fact that when off the latter bay he was some fifteen miles out. After taking in four bunkers of coal here he proceeds with his cargo of rice to Yokohama.

"What about your war risk?" we asked. "We had to pay as much as twenty per cent, but not of course without protest."

LIGHTERS OFF VARELLA.

The captain of the *Andree Richmers*, in from Bangkok, saw some lighters off Cape Varella on the night of the 30th ult.

SPEEDING THROUGH THE FOG.

The steamer *Lothian* which came in from Chingwantao to-day reports that at 2 p.m. on Monday she passed a destroyer going full speed in a north-easterly direction. They could not make out her nationality as the fog was very thick at the time, and indeed would not have seen the ship at all had not the fog lifted a little as she passed by.

Captain Williamson of the s.s. *Telmachus*, which arrived in port this morning, reports that on the afternoon of the 30th ult. he sighted a number of Russian battleships and cruisers, and some German colliers, all at anchor in Von Fung Bay, and some others up the Saigon River also at anchor.

RODJEVSKY'S CHANCES.

A BRITISH ADMIRAL'S VIEWS.

The following article by Admiral E. R. Fremantle, on the all-absorbing topic of the hour, is from the *Westminster Gazette*—

Now that Admiral Rodjevsky's Armada has at length left the too friendly shelter of Nossi Be, in Madagascar, it is natural that speculation should be on tiptoe as to his objects and the course which he will probably adopt to obtain them.

I assume that it is his intention to continue his voyage to the Far East and to carry out his master's aim to obtain the mastery of the Pacific and all that is involved by the command of the seas in the present war.

Hitherto, barring the inexplicable blunder of the North Sea outrage, it must fairly be admitted that so far as is known, Admiral Rodjevsky has shown considerable skill in conducting his heterogeneous "menagerie" of ships round the Cape and assembling them in the neutral waters of Madagascar. He is said to have some seventy sail with him, and to control such a fleet without accident demands good seamanship qualities, especially when we know that both officers and men were only partially trained, while many of the best ships were hurriedly completed. Possibly his long delay at Madagascar was more due to his desire to exercise his crews than to any other cause, as he must be aware that to go into action against Togo's war-trained seamen with raw levies could have but one result, and Villeneuve's plaintive excuse, that his men "didn't pass exercises aux pompes" may well have occurred to him.

But before going further it is well to give a comparative list of the rival forces, assuming that the Russian Second and Third Pacific Squadrons have joined forces:

| RUSSIAN FORCE. | | BATTLESHIPS. | | REMARKS. | |
|------------------|---------------------|--------------|-----|-------------|--|
| Name. | Date of Completion. | Speed. | | | |
| Kniaz Suvaroff | 1904 | 18 | ... | New | |
| Alexander II. | 1904 | 18 | ... | First-class | |
| Borodino | 1904 | 18 | ... | Ships | |
| Orel | 1901 | 18 | ... | | |
| Sissoi Veliky | 1897 | 16 | ... | Small | |
| Navarin | 1895 | 16 | ... | Coal | |
| Nicolai | 1892 | 14 | ... | Capacity. | |
| Admiral Apraxine | 1898 | 15 | ... | Coast | |
| Admiral Oushakov | 1895 | 16 | ... | Defence | |
| Admiral Benin | 1895 | 16 | ... | Ships | |

ARMOURD CRUISERS.

Admiral Nakhimov 1888, 16. Rather ancient, but reconstructed.

Dmitri Donskoi 1885, 16. " "

Vladimir Monomach 1885, 15. " "

PROTECTED CRUISERS.

Aurora 1901, 20. All these are modern Protected Cruisers of high speed.

Oleg 1904, 25. " "

Yemichug 1904, 24. " "

Svetlana 1897, 20. " "

Almaz 1903, 19. " "

Izumrud 1904, 24. " "

I have not thought it necessary to give all the Japanese ships in detail, as they are well known. Assuming the "Yashima" to be lost, which is doubtful, there have four first-class modern battleships and the "Chen Yen" taken from the Chinese and reconstructed; but their strength lies in their eight fine armoured cruisers and in their torpedo craft. The number of the latter I have taken from a recent article in the *Daily Telegraph*.

Let me now compare the rival forces:

J. PAN. Russia. Japan.

Battleships and coast defence ships 11 5

Armoured cruisers 3 8

Protected cruisers 6 18

Unprotected cruisers 0 10

Torpedo craft 15 93

On the face of it, the Russian force is much the stronger, but if I take Mr. Jane's standard of strength, which omits unprotected ships and torpedo-vessels, I find that the comparison stands as follows:—

Russia, 9.2. Japan, 11.6.

And when we consider the more homogeneous nature of Togo's fleet, and that he will be fighting near his base with his ships in good condition, the preponderance is on great, if Mr. Jane's standard is correct, as to render Rodjevsky's chances almost infinitesimal.

It should be remembered, however, that Mr. Jane properly gives points for speed, and that in mere gun power the Russian fleet is far more powerful than appears from the above comparison. Now let us give some attention to distances and probable weather. If Rodjevsky was to take the most direct route to China the weather would be favourable, for in March the N.E. monsoon is dying out, and in April it is calm on the African coast and in the Arabian Sea. If therefore he intends to make for the north of Sumatra, he would have a smooth passage, while in the China Sea in May and June the S.W. monsoon would wait him north. This, however, is taking the bull by the horns; he would certainly be met in the Straits of Malacca by Togo, [This prophecy has since been falsified.—Ed., N. K. T.] and he must avoid narrow waters on account of torpedo-boats.

Another route would be to go through the Sunda Straits between Sumatra and Java, but here again he would be in narrow seas and have to face Togo in the China Sea. A third course, assuming that he wished to avoid an action, would be to go east of Java, passing through the Lombok or Bali Straits, then between Celebes and Borneo, or passing outside the Philippines, to make for the Korean Straits, passing through the Lulu Islands.

Now, as regards distances. It is about 3,500 miles from Nossi Be to Achin Head, north of Sumatra, and it is indeed a problem how the Russian Fleet, and especially the coast-defence vessels, are to reach the Straits of Malacca except with empty bunkers. They must coal somewhere, and they can probably do so, though I do not care to designate suitable places.

It is, as I have said, 3,500 miles to Sumatra, and quite as far to Anjer Point in the Straits of Sunda. It is some 500 miles further to the Lombok Straits, and a passage north-east of Borneo or Celebes, through indifferently surveyed waters crowded with coral reefs, is full of difficulties of navigation which readers of Rudyard Kipling's "The Disturber of Traffic" will be able to appreciate.

Assuming Rodjevsky to make for Vladivostok, it is quite 3,500 miles by the direct route from Sunda Straits, while going outside the Philippines would make the voyage over 8,000 miles from Nossi Be. But I have not quite done with the weather. The south-east trade wind is strong south of the line during our summer, and to get to the Straits of Sunda and to a greater degree further east it would be a foul wind, which would exhaust his coal even if his slow ships could face it at all.

To sum up, unless Rodjevsky is ready to fight a general action with the Japanese fleet, he would certainly be better without the slow coast-defence vessels now forming so considerable a portion of his fighting force on paper.

Now let me turn to Togo's probable conduct. I do not suppose that he will go south of the Pescadores in the Formosa Channel, unless he has definite information that his opponent is entering the China Sea; but probably he gets good information from his light cruisers, and he may use his powerful armoured cruisers to harass the Russians even before they get through any of the straits to which I have referred. He will probably keep his ships together and in good condition ready to act promptly and decisively when opportunity offers. To suppose that he will go far from his base into the Indian Ocean is to assume that he would sacrifice all his initial advantages, with the risk of the Russian Armada evading him.

After all, it will probably be found that the problem will be solved by seamanship, and

there is little doubt on which side the seamanlike qualities exist.

If Rodjevsky boldly attempts to fight his way through to Vladivostok with a few of his best battle-ships, much battered, and some of his fast cruisers, any other tactics or attempted evasion will, I venture to think, result in complete disaster.

At the same time, if the Russian Admiral is determined, and he can bring his ships into action in fair condition, Togo will not have an easy task; but I doubt if the circumstances, the long time out of dock of the ships, and the lack of seamanship in the Russian Squadron, will admit of this. It is more probable that they will tail off and be beaten in detail.

NAVAL NOTES.

WORK FOR THE DOCKS.

SPANISH HULKS FROM MANILA.

A most interesting sight was witnessed in Hongkong harbour to-day when the American tug-boat *Robert K.* arrived with the old ill-fated Spanish warships *Reina Christina* and *Marques del Duero* in tow. Most people have almost forgotten the Spanish-American war nowadays. It has been obliterated by the Percu's struggle in Manchuria. But the appearance of the old Spanish warships which went to the bottom of the sea when Admiral Dewey's fleet on the 1st of May, 1898, sent in their heavy shots, revived the memory of that epoch-making day. The *Reina Christina* was technically known as a cruising ship, and had a tonnage of 3,520 tons.

She is 281 feet 2 inches long; 43 feet 7 inches beam; and a maximum draught of 16 feet 5 inches. She was built at Ferrol in 1866, and when she took the water the indicated horsepower was 3,955, which gave her a speed of 17.5 knots. She had only one propeller, and was not very strongly armed, as we count it at the present time. The *Reina Christina* was provided with five torpedo tubes. Her complement was 370.

The *Marques del Duero*, on the other hand, was only a dispatch boat, and nothing very remarkable at that. Her tonnage is given at 500 tons, and her speed 10 knots, a result gained from 550 I.H.P., she was a new vessel, having been built in 1875 at La Suya. The length of the vessel is stated in the Naval Annual to be 151 feet 5 inches; beam, 25 feet 7 inches; maximum draught 8 feet 5 inches. She carried 98 of a crew.

For a considerable time the idea of raising the sunken Spanish fleet at Manila has been under consideration. The fleet which attempted the dash from Santiago de Cuba only to fall into the arms of the American commanders Schley and Sampson, have already been raised, but then that fleet consisted of the flower of Spain's navy. The work of raising the fleet at Manila was decidedly more difficult, but now two of the vessels, whose fate was so unfortunate, have once more sailed the high seas and are in Hongkong. Theirs was a pathetic end. Here was one vessel, a mere pigmy among warships, which had spent a quiet and uneventful life so far as we can tell for nearly a quarter of a century; then on a bright morning the scene is changed with a vengeance and for something like six or seven years her habit is at the bottom of the sea. The other, a cruising ship, the pride of many families in Spain, the *Reina Christina*, after twelve years' service, pleasantly spent in the Philippines, also finds a temporary grave at the bottom of the sea on that lively 1st of May. All the scenes of revelry and gaiety were hushed for full six years, but now once again the old cruiser is back to sentient life, though it is improbable she will ever witness a return of the halcyon days of her youth. Towed by an American tug, they have been brought to Hongkong, to be refitted at the Kowloon Docks, where, doubtless, they have passed some days in the past. The tug, which is one of the most powerful in the East, was under the command of Captain Chaffelson, and the boats are consigned to Mr. E. C. Wicks. It is fortunate that they have escaped the typhoon which is hanging round this locality, for it would have been heart-breaking if they had been caught in a gale which they probably could not have weathered. However, they have been brought safe and sound to Hongkong and before they leave, if the Hongkong and Whampoa Dock Company are to live up to their reputation, they will be in a condition to fight the toughest gale and to sport with the elements as they never could have done in the days of their pristine youth.

THE SUNKEN RUSSIAN WARSHIPS.

CONDITIONS OF TENDER.

The Japan Official Gazette of the 13th ult. contains the following:—

Departmental Announcement No. 5 of the Department of the Imperial Navy.

Persons desirous of taking part in the competition for the purchase of sunken ships of the Navy, will be required to have the following qualifications:—

1.—The qualifications as to property will be as follows:—

(1) In the case of individuals, a payment of direct national taxes of at least 50 yen annually for a continuous period of two years previously.

(2) In the case of commercial companies, if an ordinary partnership, then the combined taxes of the members; if a limited partnership, then the combined taxes of its business representatives must amount, in direct national taxes, to the sum indicated in the preceding paragraph.

11.—The qualifications as to business will be as follows:—

(a) The possession of practical experience in works of engineering, ship-building, or diving.

(b) The employment of a principal engineer to whom the work is entrusted; such engineer to have a record which satisfies the Bureau of Material of the Naval Department that he has had personal charge of or managed the raising of a vessel of at least a thousand tons, that he has raised her or disposed of her within a proper period; or has undertaken submarine operations of corresponding magnitude. But if the person desirous of taking part in the competition himself possesses the qualifications here indicated and will himself assume charge of the business, an engineer need not be employed.—*Japan Mail*.

SHIPPING AND MAILS.

MAILE DUE.

English (*Malta*)

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Optim for China.

[From Our Own Correspondent.]

BOMBAY, 3rd May.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 350 chests of Malwa opium.

Prices are as follows:—

Malwa (New) ... Rs. 1,500
 (Old) ... 1,700
 (Older) ... 1,840
 (Oldest) ... 1,080

[Reuter's.]

The King in Paris.

LONDON, 1st May.

The King and President Loubet exchanged the most cordial visits yesterday afternoon. Crowds waiting patiently in the rain cheered the King with remarkable fervour. M. Delcasse called on the King and had a twenty minutes' interview with him.

The King also received Admiral Fournier, congratulated him on the way in which he had conducted the North Sea inquiry and conferred on him the Order of St. Michael and St. George.

A State banquet was held at the Elysee in the evening.

Reforms in Russia.

Easter day passed off quite quietly in St. Petersburg and no reports of disorders were received from the provinces.

Ukases have been issued remitting the arrears of Government loans to peasants during bad harvest years from 1897 to the birth of the Tsarevitch; the arrears are estimated at £7,500,000; for removing most of the disabilities of the unorthodox sects. In regard to the freedom of worship and civil rights, the ukase includes Mahomedans and Buddhists who are no longer officially classified as heathens. No provision is made for any relaxation of anti-Jew restrictions.

Later.

A ukase, establishing practically complete religious freedom to all creeds, has been received with enthusiasm throughout Russia; it is hailed as the greatest concession to liberal thought yet granted and is regarded as the precursor of political freedom.

The Russian Baltic Fleet.

Reuter's correspondent at Tsingtau wires that the Baltic fleet, including Admiral Nebogatoff's squadron, are near Hainan.

Later.

The report from Tsingtau is wholly premature.

Riots in Warsaw.

On May day in Warsaw, a procession of workmen carrying red flags was charged by the cavalry and fired on by the infantry, 31 were killed and 75 wounded.

[N. C. D. News.]

The Third Squadron.

SINGAPORE, 28th April.

It is expected that Admiral Nebogatoff's squadron will pass Penang to-day.

Cautious Underwriters.

SINGAPORE, 28th April.

The underwriters have refused to accept war risks on fifteen steamers belonging to the Hamburg-America Company, which were chartered by the Russian government to proceed to Ceylon, as it was found that their voyage would take them East of Longitude 110°, i.e. East of Cutchin China.

SHANGHAI SPRING MEETING.

SECOND DAY.

The following results have been received by the Hongkong Jockey Club and kindly supplied to us by Mr. T. F. Hough, at the time of going to press. The results of the racing on the opening day are printed on page 3.

THE CHU-KA-ZA C.P.—Value, £125. Second pony, £15. 25. For China ponies. Weight for inches as per scale. Winners of a race at this meeting 5 lbs. extra. Non-starters at this meeting 7 lbs. extra. Jockeys who have never won an official race allowed 5 lbs. Three-quarters of a mile.

Heather King 1
 Zodiac 2
 Lansier 3
 Time—1.31 3/5.

THE SHANGHAI DERBY.—Value, £125. Second pony, £15. 25. For China ponies, being bred & fine griffins at date of entry. Weight for inches as per scale. One mile and a half.

White Blaze 1
 Cedric 2
 Arditi 3
 Time—3.15 3/5.

THE MONGOLIAN PLATE.—Value, £125. Second pony, £15. 25. For subscription griffins of this meeting. Weight for inches as per scale. Winners of one race 5 lbs. extra, two races to 10 lbs. extra. Jockeys who have never won an official race allowed 5 lbs. One mile and a quarter.

Cinnamon 1
 Do be Quick 2
 Desert Chief 3
 Time—2.41 3/5.

FOR SAILORS ASHORE.

NEW INSTITUTE OPENED.

"The sailor needs something more than tracts and something more than that which merely ministers to the spiritual side of his nature. We want to draw and catch him on every side possible." Such were observations made yesterday afternoon by the sailor's friend in Hongkong, the Rev. J. H. France, at the opening ceremony in connection with the New Sailors' Institute, at 72 and 73 Praya East, which was graciously performed by His Excellency the Governor, Sir Matthew Nathan, in the presence of a large and influential gathering. Among those noticed in the neatly arranged rooms besides the Governor were Mr. R. A. B. Porinsby (private secretary), Sir Henry S. and Lady Berkeley, Rear-Admiral the Hon. A. G. Curzon-Howe, Hon. Capt. L. A. W. Huxley, Hon. Dr. F. W. Clark, Revs. J. H. France, C. H. Hickling, F. T. Johnson, C. Gordon Vaudin, G. Searle, Mr. H. E. Pollock, K.C., Capt. Milroy, Mr. and Mrs. C. H. Piercy, Mr. E. Cornwell Lewis, Mr. and Mrs. E. G. Woodward, Mr. and Mrs. Hippell, Mrs. Hume, and Mr. and Mrs. Stringer. An apology was received from His Lordship Bishop Hoare, regretting his inability to be present owing to a long-standing engagement. The Hon. Mr. Gershom Stewart, who was to have taken part in the opening ceremony, was also absent owing to the non-arrival of the C.P.R. steamer, *Empress of Japan* on board of which Mr. Stewart was a passenger.

After prayer, the Rev. France said that his thoughts went back some two years to a time they were compelled to close an institution which had been doing very good work on this side of the harbour for some years. Very reluctantly they decided to close that institution known as the "Star" Coffee House, and from that time the Committee had set themselves to work if possible to provide a place of their own, obtain a site on some suitable situation and erect a building planned with a view of meeting the needs of an institution. Hongkong was in need of such an institution to meet the wants of sailors—especially of His Majesty's service—when on shore on 48 hours' leave. Moved by the fact that beds were really very limited, and existing institutions were by no means able to meet the needs of the men when ashore, the committee were led to approach His Excellency to ask if by any possible means they might obtain on favourable terms a grant of Government land. His Excellency lent his aid in a most cordial and sympathetic spirit, and did what was possible to forward the project, but unexpected difficulties arose, and the site they had hoped to obtain was not at present available. Acting again on his His Excellency's suggestion, they endeavoured to rent a house or houses for the purpose of carrying on this work. They were led to apply to the Hongkong Land Investment Company, and obtained the present houses on a three years' lease, at a moderate rental, and with power to alter and adapt to meet the needs of the work. The premises at present were a mere shell and there was a good deal of furniture to arrive. When this arrived and was put into position the institute would be in every respect such as a sailor ashore for the night would find very comfortable. They hoped later to have a better supply of literature, and a good billiard table. Men's would be supplied as nearly as possible at cost price so as not to be a too heavy demand on the pockets of those who made use of the place. They would endeavour as far as possible to cater for the spiritual, moral and material needs of man, who was a many-sided animal and needed something more than tracts, something more than his spiritual side of nature. They wanted to catch him on every side possible, and hoped that under good management and Miss Forster's work, the men coming to the institution and under the influence of it would live and think in the fear of God and prepare themselves a little nearer to the realisation of perfect manhood. If such were realised they would have reason to think that the Institute did not exist in vain. Before sitting down he wished to express his deep sense of gratitude personally to His Excellency for the very kindly interest he had taken in the work which he had greatly helped. (Applause.)

H. E. AND A PERMANENT HOME.

His Excellency, who on rising was loudly cheered, said:—Ladies and gentlemen, I am grateful to the Rev. Mr. France for giving me the opportunity of being here this afternoon. His invitation to me, and also the remarks which he has made, refer to the sympathy I have shown towards the Sailors' Mission. I am sorry it is not practicable to put that sympathy into the form of government assistance to replace the old "Star" Coffee house which, as we have been told, closed two years ago for want of funds; but the government is always very careful when asked to give to one section of the community the funds or property which it holds in trust for the community at large. However, a site shall be reserved, and lent to the Mission on favourable terms. I have been thinking over a scheme which I will discuss with the gentlemen managing the affairs of the institution, and it may then be possible to provide a permanent home at an earlier date. Meanwhile I am glad, as you all are, that it has been found possible to open temporary premises for the benefit of seamen ashore. Seamen ashore are a special class, because they are mainly ashore for the purposes of recreation. Their work is done at sea where we do not see them. It is not then to be wondered at that some unpleasant forms of recreation—having regard to a great seaport like this—such as cases of insobriety and frequenting low houses, should come before our eyes in Hongkong, which tend to lower the prestige of the white man before the Chinese, and depreciate sailors' respect, which as a class they deserve from all those who appreciate what the sailors have done for our country, and have at heart the

maintenance, good order, and good name of the colony. And this house has been started to provide decent accommodation for the sailor at night and reasonable recreation for him during the day, and the kindly and sympathetic influence and assistance of the Chaplains of the Mission. It is with great pleasure therefore that I declare the house to be now open (applause).

Rear-Admiral Curzon-Howe said he was present that day to express to His Excellency and the ladies and gentlemen present, how sorry the Commander-in-Chief was that he was unable to attend the opening ceremony. The Rear-Admiral proposed that the best thanks of this meeting be given to His Excellency the Governor for his kindness in having consented to open this Institute, and for the sympathetic interest that he has taken in the establishment since its inception. (Applause.)

His Excellency thanked the meeting and was then shown over the premises.

After His Excellency the Governor had gone over the building and inspected the rooms, refreshments were served out to the sailors and soldiers in attendance. The refreshments, it may be stated, were provided by some of the members of St. Peter's congregation. An adjournment was afterwards made to the upper room where a musical programme, which proved very enjoyable, was given. Among the contributors were Mrs. Piercy, Mrs. Stringer and Mr. Hume.

In the course of the evening, the Rev. J. H. France delivered a short speech in which he alluded to his regret that the Bishop had been unable to attend. As chairman of the Committee in charge of the arrangements, the Bishop had taken a very active part in the work of opening the Institute. The following letter had, however, been received from his Lordship:—

"I very much regret that I cannot accept your invitation to be present at the opening of the new Institute on May 2nd. As you know, I have long-standing engagements in Fokien which cannot be postponed. You also know that I am in fullest sympathy with your efforts to provide a good Institute on this side of the water in connection with the Missions to Seamen. The one you are now opening will, I trust, be a success and form a good stepping-stone for, nice as it is, I regard it only as a stepping-stone to something better. I shall be content until the Seamen's Mission possesses an Institute which can really call its own. May God bless and prosper the present enterprise.—Yours faithfully, J. C. Victoria."

The Rev. Mr. France also referred to the regret felt at the absence of the Hon. Mr. Gershom Stewart, who, as a member of the Committee, had proved a tower of strength. Mr. Stewart had been expected in Hongkong by the Canadian Pacific boat, but it had apparently been detained and they were unfortunate in being without his presence. In fact it was not until the opening proceedings were more than half way through that he had given up hopes of seeing Mr. Stewart at the meeting. With reference to the Institute itself they hoped to make it a centre of mental, moral and spiritual life. They would not thrust religion down any man's throat, but it would be there for those who wanted it. He trusted the Institute would have a long and successful career before it, and that it would prove a blessing to the sailors and to the community generally (applause).

Miss Foster, the manageress, explained during the evening the way in which the American soda fountain had been provided. The money with which it was bought had been given almost entirely by sea-going men. One donation amounted to over \$100, and in other two cases subscribers were saving up to buy mandolines had given up the idea and handed the money to the Institute. (Applause.)

At the close of the concert, refreshments were given and a rush was made for the soda fountain. So long and sustained was the descent that before it was satisfied the fountain had to be recharged. Altogether a very happy evening was spent and the Institute was opened under the most favourable auspices.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

EXCURSION TO MACAO.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH":

SIR,—The popularity of the cheap excursions to Macao, with the addition of the service maintained by the s.s. *Honam*, has now been well established. The continuance of this service should be profitable to the river steamboat companies, at the same time as it is appreciated and well patronized by the public. There are not many in affluent circumstances who could afford summer trips home once in every three years, or even a run up to Japan occasionally. To such and to the jaded clerks of small means, these week-end excursions, delightful and inexpensive as they are, give that change and distraction which go a long way to restore one's energy just when it begins to flag on "the seventh day" in this trying and enervating climate.

The various managements of the River Boat Companies will consult the convenience of the community no less than the interest of their shareholders if they were to place special excursion steamers on every occasion of a public holiday in Hongkong. "Empire Day" on the 24th inst., is observed as a public holiday. The suggestion is therefore offered that the s.s. *Honam* and the *Ying King*, in addition to the regular liners—the *Hongkong* and *Wing Chi*—be put on this special service on that day.—Yours, etc.,

EXCURSIONIST.

Hongkong, 3rd May, 1905.

THE WEATHER.

The following report is from Mr. F. C. Figg, First Assistant of the Hongkong Observatory:—

On the 3rd at 11.55 a.m. The barometer has fallen in the neighbourhood of the Lochoos, and risen elsewhere.

Pressure is highest over China. It remains low to the N. of Japan, and a shallow depression appears to be lying to the E. of the Lochoos.

Gradients are slight on the China coast, and moderate N.E. winds may be expected in the Formosa Channel, and moderate E. and S.E. winds over the N. part of the China Sea.

Forecast:—Light E. winds; fair to showery.

AUSTRALIA AND TIMOR.

APPREHENSIONS AT SYDNEY.

The unwelcome intelligence that Germany is endeavouring to obtain by purchase from Portugal the portion of the island of Timor at present held by that country, is naturally, says a London *Globe* correspondent, creating a feeling of uneasiness in the Commonwealth, the people of which are regarding with grave suspicion the steadily increasing development of German interests in the Pacific. Dr. Creed, a member of the New South Wales Legislative Council, has vainly endeavoured to impress the Imperial authorities with a sense of the strategic importance of the island, which, situated about three degrees from the equator, and three hundred and fifty miles from Port Darwin, constitutes practically the boundary line between the Australian and China naval commands. The alleged motive on the part of the Germans is the want of a coaling station in that part of the Pacific, but, once in possession of the Portuguese portion of Timor, Germany would be found occupying a position highly favourable for offensive operations against Australia when necessary, for the island occupies a commanding point with relation to the route of steamers trading between the Commonwealth, the Philippines, China, Japan, and the East generally.

Many Australians entertain a fear that the bitter experience of New Guinea is about to be repeated. Had the Imperial Government acted upon the representations made by Queensland and New South Wales, when first made, the whole of New Guinea not under the Dutch flag would have become a British possession. As it is only about one-third or less of the island, the largest in the world, is now under the British flag, the whole of the remainder being divided between Holland and Germany. Although Timor has been in the hands of Portugal for over three centuries, little or nothing has been done in the way of developing its natural resources, and the revenue obtained has hitherto been insufficient to defray the cost of maintenance. Hence the apparent willingness of the Portuguese to dispose of what is to them a useless possession. Yet it would form an ideal naval station. The climate is temperate, the soil exceedingly fertile, and there is an abundance of grass on which all kinds of live stock—cattle, sheep, and horses—thrive. More than 14,000,000 tons of petroleum, readily accessible, have lately been discovered in the Portuguese division of the island, and there are indications of the existence of coal. All these facts are mentioned by Dr. Creed in his letter to the Imperial authorities, but the only reply received by him was to the effect that Portugal was not prepared to part with any of her territory.

VALUE OF TIMOR.

There can be no question that the possession of Timor is coveted by the Germans, and naturally so, for it would assist in giving them a preponderating influence in that portion of the Pacific, and enable them at any time to threaten the Commonwealth. On this point a leading Sydney paper, voicing Australian opinion, says:—"The immunity of the Australian coast from invasion in time of war must largely depend, as it always has depended, on our remoteness. That protective element is being reduced steadily year by year. We have powerful neighbours in the Pacific already, but none of them are so close as Germany would be at Timor, nor so well equipped for effective naval operations in these waters as the ships of that power would be if they were in a position to use oil instead of coal, and to get unlimited supplies of oil from the petroleum wells of what is now Portuguese Timor. If the territory is to be sold, therefore, it would be a measure of common prudence on the part of Great Britain and of this Commonwealth to become the purchasers themselves. Anything would be better than to allow so tempting a foothold to fall into the possession of a power whose ambitions at sea are growing into direct rivalry with British interests." So far, the Commonwealth Government does not appear to have moved in the matter, but it must sooner or later engage the attention of the newly constituted Federal Council of Defence, for with the Germans in possession of the northern half of Timor, defensive measures on an extensive scale would become necessary in the northern portion of the Commonwealth, which is only two or three days' steam from Timor.

The situation has given rise to a considerable amount of plain speaking. Thus a late Australian flag-captain is reported to have written as follows:—"I have no doubt that Germany is in with Russia. I do not trust the Kaiser one little bit. The Port Arthur question and Vladivostok ships, no doubt, intended getting to Kiao-chau for protection, and to await result (settlement), when they would have been refitted to assist Germany; but old Togo was one too many for them. Germany wants the Netherlands, and she intends to get them; but when she wants the Dutch East Indies we must fight—the sooner the better. If she once gets the islands it will be a bad day for our Australian colonies."

KOWLOON BOWLING GREEN CLUB.

Mr. D. Gow, hon. sec. of the above club, kindly supplies us with the following particulars of competitions to be commenced in connection with the club:—

Residents' competition.—1st Round: D. Harvey v. J. Parkes, J. Celland v. A. R. Austin, J. J. Sibbit v. J. C. Gow, J. M. Henderson v. R. Whyte, W. M. Deas v. R. Lapsley, A. Kinross v. R. F. Hume, J. Macdonald v. W. J. Russell, C. F. Focken v. G. Haxton, T. Petrie v. W. Taylor, R. H. Baxter v. Wm. Russell, J. W. Garham v. Wm. Hutchinson, Wm. Ramsay v. T. W. Robertson, S. Smith v. G. R. Edwards, W. J. Crawford v. A. Ritchie, G. Smith v. J. M. Ramsay, J. Galt v. J. Kyles.

Vice-President's Competition, 1st Round: W. J. Crawford v. R. Whyte, G. Smith v. W. J. Garham, J. Galt v. Wm. Hutchinson, J. Parkes v. Wm. Taylor, J. Macdonald v. A. Kinross, T. Petrie v. A. Ritchie, W. M. Deas v. Wm. Russell, J. C. Gow v. R. F. Hume, Wm. Austin v. R. H. Baxter, J. R. Wilson v. A. R. Celland, J. J. Sibbit v. W. J. Russell, T. W. Robertson v. G. R. Edwards, C. F. Focken v. Wm. Ramsay, G. Haxton v. J. M. Ramsay, J. Kyles v. S. Smith, R. Lapsley v. D. Harvey.

This round to be completed by the 31st May. On Saturday, 6th inst., at 3 p.m., a rink competition, President versus Vice-President, will be played, and as many players as can attend are requested to turn up.

AN ALLEGED RUSSIAN SPY.

AT SINGAPORE.

Considerable excitement has been caused locally by the report that a Russian spy had been arrested in Palo Brani on the 22nd ult. while sketching the fortifications on that island. Further poignance was added to the more or less vague report by the added announcement that the alleged spy had been residing for some time past on the island, and in fact had been living in the quarters of a warrant officer of the Ordnance Department. As a matter of fact a man giving the name of Vladimir Anovitch Orvitch, or Horwitz, was arrested on the island on 22nd ult. and was handed over to the local police authorities on the charge of being on Government premises without authority. On that charge he was arraigned in the police court on the 24th idem when the Inspector General of Police asked for a remand of two weeks pending inquiries. It has been officially stated to the *Straits Times* that the report that Orvitch was arrested when making sketches is untrue, and it is not known that he has any sketches in his possession. He may be a perfectly innocent man. It transpires, however, that the name on his passport, which is in German and describes him as a merchant, does not tally with that which he says is really his. He explains this discrepancy by the allegation that he is a refugee from the Russian authorities. In view of the fact that he does not talk English, but seems to be equally proficient in Russian, French, and German, it must be admitted that his electing to reside with a British Ordnance official on a fortified island that is one of the keys to the defences of Singapore, was an unfortunate choice from his host's present point of view. Orvitch or Horwitz arrived here by the s.s. *Dumbra*, on which ship the Ordnance official—a Staff Conductor—was also a passenger. It appears that the Staff Conductor, who has over twenty years' service, took his travelling acquaintance over to the island as soon as the *Dumbra* arrived at Singapore on the 11th ult. and the latter has been enjoying his hospitality ever since. It is of course, against the regulations for anybody to take a foreigner to reside upon the island, and therefore the Staff Conductor is now under arrest pending court-martial. It is alleged that Orvitch had arranged to leave here for Shanghai by the M.M. liner *Ernest Simons* on the 24th, but that his departure was interfered with by his arrest. During the fortnight at which he was at liberty here, however, it is reported that he had meetings with certain of his nationals resident in Singapore, and when he was committed on \$400 bail yesterday he stated that the Russian Consul, or one or two other well-known local Russian residents, who knew all about him, would immediately furnish the requisite amount. The latter gentlemen now repudiate any knowledge of Orvitch, and the Consul General refuses to assist him. Therefore he remains in durance. Whatever developments may transpire at the next hearing of the case on the 1st May, will be awaited with considerable interest. It is not to be expected, however, that much evidence of interest will transpire; because, if the man under arrest is the innocent refugee he claims to be, there will be nothing to transpire save the fact of his having been the guest of an officer who should not have entertained him. If on the other hand he is a member of the Intelligence Department of Russia or any other Power, he will assuredly have profited by his week or ten days of liberty to despatch whatever useful information his sojourn in Palo Brani may have enabled him to glean. A military spy never keeps about him any incriminating document of which he can safely dispose. The police refuse to say anything about the case, save to give the assurance that Orvitch was not sketching at the time of his arrest.

THE MACKAY TREATY.

It is proposed to send a telegram to the Foreign Office pointing out that the Chinese Government have so far ignored the terms of the Mackay Treaty and urging the British Government to take steps to bring about some action in regard to its provisions. The telegram has been drawn up by several leading merchants, and we (N.C.D. News) are asked to state that it lies for signature at the offices of Messrs. Brunner, Mond, & Co., 12 Kiukiang Road. It is hoped that as many representatives of firms as possible will call in during the day and sign, in order that the telegram may carry its utmost weight, and may be dispatched without further delay.

Today's Advertisement.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"C. FERD. LAEISZ"
 Captain von Hoff, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optimal Cargo will be forwarded unless notice to the contrary be given before TO-DAY.
 Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 10th May will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th May at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
 Hongkong Office,
 Hongkong, 3rd May, 1905.

Intimations.

ROBINSON PLANO COMPANY, LD.

With 17 years' experience of the Hongkong climate.

MANUFACTURE IRON FRAMED PIANOS

\$375, \$420, \$495

BEST MAKE OF

IMPORTED PIANOS

AT HOME PRICES.

APOLLO PIANOLAS

\$325, \$405, \$585.

PIANOS FOR HIRE

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TALKING MACHINES

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PIANO TUNERS.

Only Experienced Men Employed.

PIANO REPAIRS.

Estimates Free.

MUSIC OF EVERY DESCRIPTION.

PAROELS ON APPROVAL.

Banjos, Mandolines, Guitars Strings.

HONGKONG, 27th April, 1905. [32]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book Cargo and ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Co., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 27th March, 1905. [68]



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
 SCOTCH WHISKY DISTILLERS.
 By Appointment to

H. M. THE KING
 and
 HRH the PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| FROM | STEAMERS | DUE |
|-----------------------|------------|-----------|
| GLASGOW and LIVERPOOL | "KINTUCK" | 4th May. |
| GLASGOW and LIVERPOOL | "MENELAUS" | 16th May. |
| GLASGOW and LIVERPOOL | "NINGCHOW" | 18th May. |
| GLASGOW and LIVERPOOL | "HECTOR" | 22nd May. |
| GLASGOW and LIVERPOOL | "HYSON" | 30th May. |
| GLASGOW and LIVERPOOL | "PRIAM" | 31st May. |

S.S. "Kintuck" left Singapore at daylight on the 29th ult., and may be expected to arrive here about 4th inst.

HOMEWARDS.

| FROM | STEAMERS | TO SAIL |
|------------------------------|-------------|------------|
| AMSTERDAM, LONDON & ANTWERP | "JASON" | 9th May. |
| * GENOA, MARSEILLES & L'POOL | "LAERTES" | 20th May. |
| AMSTERDAM, LONDON & ANTWERP | "DARDANUS" | 23rd May. |
| AMSTERDAM, LONDON & ANTWERP | "CALCHAS" | 6th June. |
| * GENOA, MARSEILLES & L'POOL | "DEUCALION" | 20th June. |
| AMSTERDAM, LONDON & ANTWERP | "KINTUCK" | 20th June. |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

| FOR | STEAMER | TO SAIL |
|---|------------|-----------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA | "NINGCHOW" | 21st May. |

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st May, 1905.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|---|-----------|----------|
| CEBU and ILOILO | "KATFONG" | 5th May. |
| SHANGHAI | "YOHOW" | 8th " |
| MANILA | "TAMING" | 10th " |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. | "TSINAN" | 13th " |
| TSINGTAO, CHEFOO and TIENTSIN | "OHIRLI" | 16th " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

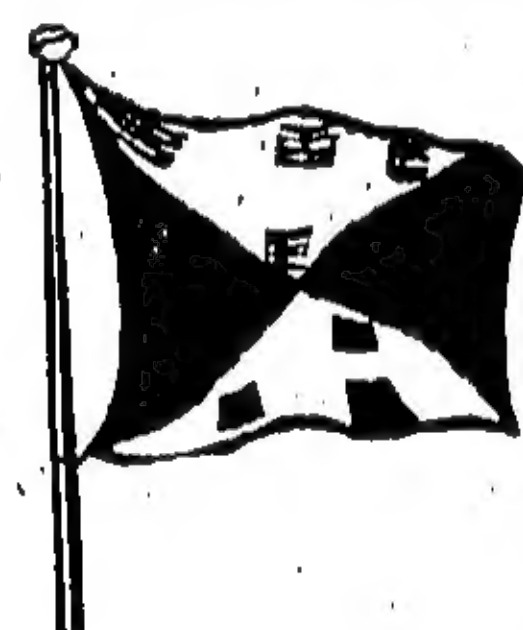
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd May, 1905.



HONGKONG—MANILA.

11,000 tons, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Dates. |
|------------|-------|---------------|-----------------|---------------------------------|
| RUBI | 2540 | A. H. Nottley | MANILA VIA AMOY | SATURDAY, 6th May, at Noon. |
| ZAFIRO | 2540 | R. Rodger | MANILA | SATURDAY, 13th May, at Noon. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st May, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

| Steamship | About |
|-----------|-----------------|
| "ATHOLL" | 15th May, 1905. |
| "NORDPOL" | 15th June, " |

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship | Tons | Captain | To Sail at Daylight on |
|-------------|-------|---------|------------------------|
| "ARABIA" | 4,483 | Bahl | May 11th, 1905. |
| "ARAGONIA" | 4,598 | Schuld | May 30th, " |
| "NICOMEDIA" | 4,570 | Wagner | June 20th, " |
| "NUMANTIA" | 4,370 | Brehmer | July 20th, " |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALAN CAMERON, General Agent.

12

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" 1,309 tons. J. P. MARTIN.
"KWONG TUNG" 1,338 tons. H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4.
Meals \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

| For | Steamship | On |
|------------------------------|-----------|-----------------------------|
| MANILA | LOONGSANG | FRIDAY, 5th May, 4 P.M. |
| SINGAPORE, PENANG & CALCUTTA | SUISANG | TUESDAY, 9th May, 3 P.M. |
| SHANGHAI | HANGSANG | WEDNESDAY, 10th May, 4 P.M. |
| MANILA | YUENSANG | FRIDAY, 12th May, 4 P.M. |
| KUDAT and SANDAKAN | MAUSANG | SATURDAY, 13th May, Noon. |

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to

Hongkong, 3rd May, 1905.

Shipping—Steamers.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

CHEAP EXCURSIONS TO MACAO.

THE Steamship

"HONAM,"
2,363 tons,
Captain H. D. Jones, will make a special trip
EVERY SUNDAY TO MACAO AND BACK.Hour of Departure:
From Hongkong 9 A.M.
Arriving at Macao about Noon.From Macao 7 P.M.
Arriving at Hongkong about 7 P.M.FARES:
First Class, Single \$2.....Return \$4
Second Class, Single \$1.....Return \$2
Children under 12 half-price.Tickets may be obtained at the Office of the
Company, 18, Bank Buildings, Queen's Road
Central (opposite the Hongkong Hotel), or on
board the Steamer.No CHITS will be accepted, and Servants
Passages must be paid for.T. ARNOLD,
Secretary.
Hongkong, 2nd May, 1905.REGULAR STEAMSHIP SERVICE
TO NEW YORK,
via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

1905. About 6.00 P.M.

"SAGAMI".....20th May, 1905.

"ERROLL".....6th June, "

"HINDUSTAN".....24th June, "

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.
Hongkong, 1st May, 1905.JARDINE, MATHESON & CO.
General Managers.

Hongkong, 3rd May, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.The S.S. Steamer "Wing Chai" departs from Hongkong on
Week Days, at 7.10 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2 P.M. and on Sundays at 6 P.M.FARES.—Week Days. 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 1st May, 1905.BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA,"
Captain G. M. Symmers, will be despatched
as above, on SUNDAY, the 7th instant, at
Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 2nd May, 1905.

Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"SUISANG"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. on WEDNESDAY, the
3rd instant, will be landed at Consignees' risk
and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st May, 1905.

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Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Goods not cleared by the 8th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the goods
have left the Godowns.L. S. LEWIS,
Acting Superintendent.
Hongkong, 1st May, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., *ex S.S. Egypt*.Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M. TO-MORROW.Goods not cleared by the 4th proximo, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.L. S. LEWIS,
Acting Superintendent.
Hongkong, 27th April, 1905.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, *ex S.S.*
Madagascar, and from Hongkong, *ex S.S.*
Frederic Morel, in connection with above
Steamer, are hereby informed that their Goods,
with the exception of Opium, Tea and
Valuables are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before TO-DAY, requesting it to be landed
here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 8th May, at Noon, will
be subject to rent and landing charges.All claims must be sent in to me on or be-
fore the 8th May, 1905, or they will not be re-
cognised.All damaged packages will be examined on
MONDAY, the 8th May, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 1st May, 1905.

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.10, QUEEN'S ROAD,
Watson's Buildings.A FOOK & Co.,
12, Pottinger Street, Central.GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADORES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 20th September, 1905.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 100/11 1/2

Do, demand 100/11 1/2

Do, 4 months' sight 100/11 1/2

France—Bank T.T. 234/1

America—Bank T.T. 45/1

Germany—Bank T.T. 100/11 1/2

India T.T. 100/11 1/2

Do, demand 100/11 1/2

Shanghai—Bank T.T. 217/1

Japan—Bank T.T. 100/11 1/2

Java—Bank T.T. 100/11 1/2

Buying.

4 months' sight L/C 100/11 1/2

6 months' sight L/C 100/11 1/2

30 days' sight San Francisco & New York 100/11 1/2

4 months' sight do 100/11 1/2

30 days' sight Sydney and Melbourne 100/11 1/2

4 months' sight France 100/11 1/2

6 months' sight do 100/11 1/2

4 months' sight Germany 100/11 1/2

Bar Silver 100/11 1/2

Bank of England rate 100/11 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New 1,150

Old 1,120

Older 1,240/1,250

Oldest 1,300/1,350

Per chest

Hansa New 1,150

Hansa New 1,150

Hansa New 1,150

Hansa New 1,150

Hansa New 1,150

Hansa New 1,150

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Hansa New 1,150

Hansa New 1,150

Hansa New 1,150

Hansa New 1,150

WHAT AILS YOU? WRITE AND TELL ME,
OR CALL. I'VE CURED THOUSANDS AND EVERY
MAN OF THEM IS A WALKING ADVERTISE-
MENT FOR MY ELECTRO VIGOR.

WRITE ME TO-DAY FOR MY BEAUTIFUL
ILLUSTRATED BOOK WITH CUTS SHOWING
HOW MY ELECTRO VIGOR IS APPLIED, AND
LOTS OF GOOD READING FOR MEN, EXPLAIN-
ING HOW I CURE SUFFERERS.

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL."

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
6th May, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Victoria, 6,522 tons, from
Colon, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 18th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 22nd April, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA."

Captain Boyer, will be despatched for MAR-
SEILLES on TUESDAY, the 16th May,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS, 30th May.
S.S. POLYNESIEN, 13th June.
S.S. CALEDONNIEN, 27th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

| Steamers. | Tons. | Captains. | Sailing. |
|-----------|-------|----------------|----------|
| Lynx | 4,417 | G. V. Williams | At May 4 |
| Hyades | 3,713 | Geo. Wright | May 23 |

† Cargo only.

Steamer marked (*) have no second-class
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 2nd May, 1905.

BOO CHEONG, 昌發

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic, Cyclostyle
and Eklams Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR
BOAT, handsomely finished, fitted with
Cushions, Awning, &c. A brand new 31 Horse
Power Motor never been used for more than
test trials, everything in excellent condition,
speed 9 miles.

Apply to—
ORIENTAL CONSTRUCTION CO.,
Alexandra Buildings,
Hongkong, 13th April, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMP'S

at the most moderate
prices.
Lamps fixed up for
Buyers free of charge.
Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace,
Hongkong, 2nd May, 1905.

To Let.

TO LET.

A LARGE BUNGALOW, with splendid
view of the sea front, No. 2, BAY VIEW,
KOWLOON, containing Five Large and Three
Small Rooms, with complete Electrical fittings,
Tennis Court and Garden.

Apply to—

H. RUTTONJEE,
Hongkong or Kowloon.

Hongkong, 2nd May, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.

THE "FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 1st May, 1905.

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

A BUILDING at CAUSEWAY BAY, in
present in occupation of the State
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

Dentistry.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S.

37, DES VUEX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

TBIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP | POSITION AS PER RESERVE. | LAST REPORT AT WORKING ACCOUNT. | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATION. | CLOSING QUOTATIONS. |
|---|-------------------|----------|----------|---|---------------------------------------|--|---|----------------------------|
| BANKS. | | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 80,000 | \$125 | \$125 | £1,000,000 \$8,000,000 | \$1,493,408 | Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904 | 51 % | \$790 buyers London £80 |
| National Bank of China, Limited | 99,925 | £7 | £7 | \$175,533 \$191,973 | \$21,668 | \$2 (London 3/6) for 1903 | 51 % | \$37 buyers |
| MARINE INSURANCES. | | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | \$1,400,000 \$1,739 | \$150,494 | \$17 for 1903 | 61 % | \$285 buyers |
| China Traders' Insurance Company, Limited | 24,000 | \$83.33 | \$25 | \$950,000 \$151,992 \$362,166 \$371,445 | Nil. | \$41 for year ended 30.4.1904 | 71 % | \$58 |
| North China Insurance Company, Limited | 10,000 | £15 | £5 | Tls. 800,000 | Tls. 217,119 | Interim of 7/6 1904 | 8 % | Tls. 82 ex div. |
| Union Insurance Society of Canton, Limited | 10,000 | \$250 | \$100 | \$1,850,000 \$20,000 \$17,749 \$893,110 \$846,773 \$700,000 \$37,794 \$1,000,000 \$15,975 \$5,561 \$1,204,505 | \$2,078,097 | \$35 for 1903 | 5 % | \$700 sellers |
| Yangtze Insurance Association, Limited | 8,000 | \$100 | \$50 | \$700,000 \$37,794 \$1,000,000 \$15,975 \$5,561 \$1,204,505 | \$486,284 | \$12 and \$3 special dividend for 1903 | 91 % | \$160 buyers |
| FIRE INSURANCES. | | | | | | | | |
| China Fire Insurance Company, Limited | 20,000 | \$100 | \$20 | \$1,000,000 \$15,975 \$5,561 \$1,204,505 | \$329,047 | \$6 dividend & \$1 bonus for 1903 | 81 % | \$86 sellers |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,204,505 | \$360,373 | \$34 for 1903 | 114 % | \$305 |
| SHIPPING, TUG AND CARGO BOATS. | | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$25 | \$25 | \$5,000 \$185,000 \$85,439 \$250,000 \$600,000 \$156,444 | \$8,832 | \$1 for 1904 | 5 % | \$21 sales |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | \$50,000 \$156,444 | Nil. | \$2 for year ended 30.6.1904 | 51 % | \$35 sales |
| Hongkong, Canton & Macao Steamboat Co., Ltd. | 80,000 | \$15 | \$15 | \$1,204,505 | \$20,160 | \$1 for second half-year 1904 | 91 % | \$261 sales |
| Indo-China Steam Navigation Company, Limited | 200,000 | £10 | £10 | £100,000 \$1,000,000 | £5,853 | 10/- for 1903 @ 1/10 3/16=\$5.378 | 41 % | \$1.24 |
| Shanghai Tug and Lighter Company, Limited | 60,000 | Tls. 50 | Tls. 50 | Tls. 25,000 \$40,000 \$4,116 | Tls. 43,761 | Tls. 24 final making Tls. 44 for 1904 | 81 % | Tls. 54 buyers |
| Do. (Preference) | 100,000 | £1 | £1 | \$1,000,000 \$1,416 | £38,852 | Interim of 1/- (Coupon No. 5) for 1904 | 71 % | Tls. 481 sellers |
| "Shell" Transport and Trading Company, Limited | 1,000,000 | \$1 | \$1 | \$100,000 \$15,093 | \$1,287 | \$1.80 & b. 40 cts. for year ending 30.4.04 | 51 % | \$271 sales |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$5 | \$500,000 \$21,075 \$130,153 \$126,000 | \$21,231 | \$10 for 1904 | 41 % | \$281 |
| Straits Steamship Company, Limited | 5,000 | \$100 | \$100 | \$500,000 \$21,075 \$130,153 \$126,000 | \$21,231 | \$10 for 1904 | 8 % | \$125 sales |
| Taku Tug and Lighter Company, Limited | 30,000 | Tls. 50 | Tls. 50 | Tls. 276,679 | Tls. 6,190 | Final of Tls. 12 making Tls. 33 for 1904 | 114 % | Tls. 28 buyers |
| REFINERIES. | | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | \$450,000 \$100,000 | \$12,812 | Final of \$15 making \$20 for 1904 | 9 % | \$225 |
| Luzon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | \$100,000 | \$85,087 | \$3 for 1897 | 51 % | \$27 buyers |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 100,000 | Tls. 1,635 | Tls. 24 for year ending 30.9.04 | 44 % | Tls. 60 buyers |
| MINING. | | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | £1 | £1 | \$40,000 none | \$7,820 | No. 3 of 1/6 | ... | Tls. 71 |
| Oriental Consolidated Mining Company, Limited | 50,000 | G. \$10 | G. \$10 | none | G. \$672,091 | 50 cents making G. \$1 for 1904 | 51 % | G. \$171 sales |
| Raub-Australian Gold Mining Company, Limited | 150,000 | £1 | £1 | \$4,873 | Dr. \$4,029 | No. 12 of 1/-=48 cents | ... | \$4 sellers |
| SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN | | | | | | | | |
| DOCKS, WHARVES & GODOWNS. | | | | | | | | |
| Geo. Fenwick & Co., Limited | 6,000 | \$25 | \$25 | \$70,000 \$18,413 \$10,000 \$100,000 \$250,000 | \$8,577 | \$3.75 for 1904 | 114 % | \$321 sellers |
| Hongkong & Kowloon Wharf and Godown, Co., Ltd. | 40,000 | \$50 | \$50 | \$200,000 \$33,500 \$60,000 \$55,500 \$150,000 | \$20,422 | Final of \$24 making \$5 for 1904 | 44 % | \$106 buyers |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | \$33,500 \$60,000 \$55,500 \$150,000 | \$49,289 | \$6 dividend and \$1 bonus for 2nd half- year 1904 | 61 % | \$205 |
| Howarth Erskine, Limited | 12,000 | \$100 | \$100 | \$60,000 \$55,500 | \$489 | \$10 div. & \$5 bonus for year end. 30/6/04 | 51 % | \$175 buyers |
| New Amoy Dock Company, Limited | 6,000 | \$50 | \$50 | \$300,000 \$150,000 | \$489 | \$14 for 1903 | 6 % | \$21 sellers |
| Riley Hargreaves & Co., Limited | 6,000 | \$50 | \$50 | \$300,000 \$150,000 | \$489 | \$10 div. and \$21 bonus for 1903 | 51 % | \$111 |
| Do. (Preference) | 2,750 | \$100 | \$100 | Tls. 900,000 Tls. 487,010 | Tls. 48,153 | \$7 dividend | 8 % | Tls. 157 |
| S. C. Farnham, Boyd & Co., Limited | 55,000 | Tls. 100 | Tls. 100 | Tls. 5,500,000 Tls. 1,000,000 | Tls. 10,711 | Tls. 5 interim for 1904/5 | 6 % | Tls. 1871 sales |
| Shanghai and Hongkew Wharf Company | 37,000 | Tls. 100 | Tls. 100 | Tls. 3,700,000 Tls. 1,000,000 | Tls. 1,206,645 | Final of Tls. 6 making Tls. 10 for 1904 | 6 % | Tls. 1871 sales |
| Tanjong Pagar Dock Company, Limited | 37,000 | \$100 | \$100 | \$3,700,000 Tls. 17,500 | Tls. 2,762 | \$20 for 2nd half year making \$26 for 1904 | 91 % | \$400 sales |
| Yangtze Wharf and Godown Company, Limited | 2,500 | Tls. 100 | Tls. 100 | Tls. 250,000 | Tls. 2,762 | Tls. 18 for 1904 | 91 % | Tls. 187 buyers |
| LANDS, HOTELS & BUILDING. | | | | | | | | |
| Astor House Hotel Company, Limited (Shanghai) | 30,000 | \$25 | \$25 | none Tls. 34,000 | \$9,989 | \$24 for year ended 30.6.1904 | 8 % | \$29 sales |
| Astor House Hotel, Limited (Tientsin) | 2,000 | Tls. 50 | Tls. 50 | Tls. 8,000 | Tls. 806 | Final of Tls. 5 making Tls. 9 | 64 % | Tls. 145 sales |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | \$50 | \$100,000 \$10,000 | \$3,554 | \$5 for second half-year making \$10 for 1904 | 71 % | \$143 |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$500,000 Tls. 25,000 | \$37,875 | Final of \$6 making \$12 for 1904 | 91 % | \$127 buyers |
| Hotel des Colonies Company, Limited (Shanghai) | 9,000 | Tls. 25 | Tls. 25 | Tls. 225,000 Tls. 13,986 | Tls. 680 | Tls. 0.874 for the year ending 31.3.1904 | 4 % | Tls. 22 buyers |
| Humphreys Estate & Finance Company, Limited | 150,000 | \$10 | \$10 | \$1,500,000 \$200,000 | \$11,958 | 90 cents for 1904 | 71 % | \$124 buyers |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$50 | \$300,000 none | \$377 | \$3 for 1904 | 71 % | \$361 buyers |
| Shanghai Land Investment Company, Limited | 52,000 | Tls. 50 | Tls. 50 | Tls. 2,600,000 Tls. 170,000 | Tls. 40,166 | Tls. 3 final and Tls. 2 bonus making | 7 % | Tls. 115 sales |
| Tientsin Hotel des Colonies, Limited | 1,400 | Tls. 50 | Tls. 50 | Tls. 70,000 none | Tls. 670 | Tls. 8 for 1904 | 10 % | Tls. 47 sellers |
| Tientsin Land Investment Company, Limited | 7,726 | Tls. 100 | Tls. 100 | Tls. 772,600 Tls. 67,300 | Tls. 735 | Tls. 5 for 1904 | 7 % | Tls. 125 |
| Wei-hai-wei Land and Building Company, Limited | 12,500 | Tls. 25 | Tls. 25 | none Tls. 312,7 | Tls. 5,150 | Final of Tls. 4 making Tls. 7 for 1904 | 51 % | Tls. 125 |
| West Point Building Company, Limited | 12,500 | Tls. 25 | Tls. 25 | none Tls. 312,7 | Tls. 5,150 | Final of \$1.70 making \$3.20 for 1904 | 51 % | Tls. 12 buyers |
| COTTON MILLS. | | | | | | | | |
| Ewo Cotton Spinning and Weaving Company, Ltd. | 15,000 | Tls. 50 | Tls. 50 | none | Tls. 11,655 | Tls. 4 for year ended 31.10.1903 | 94 % | Tls. 371 sales |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | \$10 | \$10 | none | \$22,862 | 50 cents for the year ending 31.7.04 | 3 % | \$161 sellers |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 50,000 Tls. 35,227 | Tls. 13,619 | Interim of 3 % a/c 1898 | ... | Tls. 35 buyers |
| Loan-kuang-mow Cotton Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | none | Tls. 10,000 | Interim of 4 % a/c 1898 on 6,000 shares | ... | Tls. 40 sales |
| Soy Chee Cotton Spinning Company, Limited | 2,000 | Tls. 500 | Tls. 500 | Tls. 8,115 | Tls. 22,050 | 4 % for 1897 | ... | Tls. 180 |
| CIGARS AND TOBACCO COS. | | | | | | | | |
| Alhambra, Limited | 300 | \$200 | \$200 | \$779 | nil | \$125 for year ending 30.6.1900 | ... | \$100 |
| Philippine Company, Limited | 67,500 | \$10 | \$10 | ... | ... | First year | ... | \$61 sellers |
| SHANGHAI-SUMATRA TOBACCO COMPANY, LIMITED | | | | | | | | |
| MISCELLANEOUS. | | | | | | | | |
| A. S. Watson & Co., Limited | 30,000 | Tls. 20 | Tls. 20 | Tls. 24,830 Tls. 15,000 \$150,000 | Tls. 1,091 | Final of Tls. 6 making Tls. 9 | 138 % | Tls. 68 buyers |
| Anglo-German Brewing Company, Limited | 90,000 | \$10 | \$10 | \$25,000 | \$2,883 | Interim of 50 cents for 1904 | 71 % | \$134 buyers |
| Bells Asbestos Eastern Agency, Limited | 4,000 | \$100 | \$100 | none | ... | First year | ... | \$115 buyers |
| Campbell, Moore & Co., Limited | 8,604 | 12/6 | 12/6 | none | £161 | 6d. per share for 1903 | 5 % | \$34 buyers |
| Central Stores, Limited | 1,200 | \$10 | \$10 | \$8,000 | \$1,182 | \$3 for 1904 | 81 % | \$36 |
| Do. (Founders) | 6,000 | \$15 | \$12 | \$20,000 | \$1,502 | Final of 60 cents making \$1.80 for 1904 | 81 % | \$121 sellers |
| Do. (New Issue) | 123 | \$15 | \$12 | \$20,000 | \$1,502 | None | ... | \$100 |
| China-Borneo Company, Limited | 24,000 | \$15 | \$12 | ... | Nil. | Preferential of 7 per cent for 1904 | 64 % | \$8 sellers |
| China Flour Mill Co., Limited | 60,000 | \$12 | \$12 | none | ... | \$1 for 1904 | 71 % | \$13 |
| China Light and Power Company, Limited | 4,000 | Tls. 50 | Tls. 50 | Tls. 30,000 | Tls. 718 | Tls. 5 for 1904 | 71 % | Tls. 65 sales |
| China Provident Loan & Mortgage Company, Ltd. | 30,000 | \$10 | \$10 | none | \$3,739 | None | ... | \$10 |
| Dairy Farm Company, Limited | 100,000 | \$10 | \$10 | \$8,000 | \$1,581 | 80 cents for 1904 | 94 % | \$81 sales |
| E. L. Mondon, Limited | 25,000 | \$71 | \$6 | ... | ... | \$14 for year ending 31.7.1903 | ... | \$171 sales |
| Fraser and Neave, Limited | 70,000 | Tls. 50 | Tls. 50 | none | Dr. Tls. 155,318 | Tls. 5 for 1902 | ... | Tls. 25 sales |
| Green Island Cement Company, Limited | 4,500 | \$50 | \$50 | \$112,500 | \$2,700 | \$5 div. and \$21 bonus for 1903 | 8 % | \$93 buyers |
| Do. (New Issue) | 100,000 | \$10 | \$5 | \$400,000 | \$95,054 | \$5 for 1904 | 71 % | \$27 buyers |
| Hall & Holtz, Limited | 50,000 | \$10 | \$5 | \$25,000 | \$7,551 | Final of \$14 making \$18 | 101 % | \$17 buyers |
| Hongkong & China Gas Company, Limited | 21,000 | \$20 | \$20 | \$186,000 £23,109 £3,000 | £7,625 | £1 div. and 21/- bonus for 1903 | 71 % | \$160 buyers |
| Hongkong Electric Company, Limited | 30,000 | \$10 | \$10 | none | \$1,747 | \$10.00 50 cents for year ending 30.4.1904 | 51 % | \$171 buyers |
| Hongkong High-Level Tramways Company, Ltd. | 30,000 | \$10 | \$5 | \$50,000 | \$1,795 | \$15 for year ending 30.11.1904 | 71 % | \$61 buyers |
| Hongkong Ice Company, Limited | 1,250 | \$100 | \$100 | \$50,000 | \$5,356 | Final of \$13 making \$17 for 1904 | 7 % | \$242 |
| Hongkong Rope-Manufacturing Company, Ltd. | 10,000 | \$50 | \$25 | \$50,000 | \$11,137 | \$10 for 1904 | 7 % | \$150 sales |
| Hongkong Steam Waterboat Company, Limited | 15,000 | \$10 | \$10 | \$5,500 | \$299 | Final of 70 cts. and 50 cts. bonus making | 101 % | \$18 buyers |
| Kat Brothers, Limited | 10,000 | \$100 | \$100 | \$475,000 | \$1,400 | \$8 for 1903 | 6 % | \$135 buyers |
| Leat, Crawford & Co., Limited (Shanghai) | 2,500 | \$100 | \$100 | none | \$21,582 | Interim of \$5 | 8 % | \$135 buyers |
| Manichappi of Mij, Bosch-en Kuyndouwer plottic in Langkat, Limited | 25,000 | Gs. 100 | Gs. 100 | Tls. 528,210 Tls. 19,465 | Tls. 35,849 | 1st quarterly of Tls. 71/- paid 15.3.05 | 121 % | Tls. 240 buyers |
| Maynard and Company, Limited | 3,400 | \$10 | \$10 | none | ... | \$2 for year ended 31.10.1904 | 9 % | \$23 |
| S. Moutrie & Company, Limited | 4,000 | \$50 | \$50 | \$4,000 | \$831 | Final of \$33 making \$5 for the year ending | 9 % | \$54 sales |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. | 1,200 | \$50 | \$50 | None | Dr. \$5,837 | None | ... | \$50 |
| Shanghai Gas Company, Limited | 16,600 | Tls. 50 | Tls. 50 | Tls. 145,000 Tls. 108,172 | Tls. 10,247 | Final of Tls. 5 making Tls. 84 for 1904 | 71 % | Tls. 112 buyers |
| Shanghai Horse Bazaar Company, Limited | 5,400 | Tls. 50 | Tls. 50 | Tls. 45,000 | Tls. 10,247 | Tls. 5 for 1903 | 14 % | Tls. 75 sales |
| Shanghai Pulp and Paper Company, Limited | 4,500 | Tls. 100 | Tls. 100 | Tls. 25,000 | Tls. 6,958 | Final of Tls. 3 making Tls. 14 for 1904 | 91 % | Tls. 150 sales |
| Shanghai Waterworks Company, Limited | 7,200 | £20 | £20 | Tls. 140,000 | Tls. 7,559 | Final of 37/6 making 57/6 for 1904 | 6 % | Tls. 410 |
| Singapore Dispensary, Limited | 600 | \$50 | \$50 | \$30,000 | \$1,759 | \$64 for year ended 31.7.1904 | 8 % | \$82 |
| South China Morning Post, Limited | 6,000 | \$25 | \$25 | none | Dr. \$39,990 | None | ... | \$23 sales |
| Steam Laundry Company, Limited | 5,000 | \$5 | \$5 | ... | ... | 60 cents for year ended 31.5.04 | 81 % | \$7 buyers |
| Straits Ice Company, Limited | 10,000 | \$5 | \$5 | ... | ... | First year | ... | \$50 sales |
| Straits Trading Company, Limited | 250,000 | \$10 | \$10 | \$500,000 \$50,000 | \$84,813 | \$1 div. and 35 cents bonus for half year ended 30.9.1904 | 61 % | \$421 buyers |
| Tientsin Native City Waterworks Company, Ltd. | 7,941 | Tls. 100 | Tls. 100 | none | Tls. 2,205 | Tls. 2 for half year | ... | Tls. 100 |
| Tientsin Waterworks Company, Limited | 2,000 | Tls. 100 | Tls. 100 | Tls. 15,250 | Tls. 2,211 | Final of Tls. 4 making Tls. 8 for 1903/4 | 61 % | Tls. 125 sales |
| United Asbestos Oriental Agency, Limited | 9,900 | \$10 | \$10 | \$20,000 | \$480 | 90 cents for year ended 31.5.1904 | 9 % | \$90 sales |
| Do. (Founders) | 1,100 | \$10 | \$10 | ... | ... | \$25.70 a/c 1901 | 101 % | \$180 buyers |
| William Powell, Limited | 12,000 | \$10 | \$10 | \$3,000 | \$588 | Interim of 50 cents for year 1901/1902 | 101 % | \$121 buyers |